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American Railroad Journal.

New York Saturday, February 4, 1871.

The Northern Pacific Railroad.

Messrs. JAY COOKE & Co., the Fiscal Agents of the Northern Pacific Railroad Company, announce the issue of the new Seven-Thirty Gold Loan of that Company; which they offer at par and interest in currency.

In presenting a loan of this character there are certain considerations which seem to commend it to the special favor of capitalists, and of all who desire a safe, profitable and permanent investment.

The Northern Pacific Railroad is now building westward from Lake Superior. Enough money has been paid in by the stockholders to construct and equip the first division of the road—from Lake Superior across Minnesota to the Red River of the North—228 miles. The money for this branch—six millions of dollars—has been paid in, and the work is being rapidly pushed to completion.

At the same time arrangements have been completed for beginning the road at the Western terminus on Puget Sound and the Pacific Ocean. This work will commence in the Spring—and in a little time the road will be in the process of building at each end.

The character of this bond—its terms, obligations and security, the care taken to guard in the remotest degree the interest of every bondholder—must commend it in an eminent degree to the public. All the experience gained by this house from more than thirty years' familiarity with banking business and with every variety of securities, has been devoted to the perfecting of this bond, and making it as far as possible a perfect security.

In the first place, these bonds are a first mortgage issue on a railroad over two thousand miles in extent, together with the rolling stock, buildings, and all other equipments.

In the second place, it is a first and only mortgage upon a land grant of more than fifty millions of acres. To every mile of completed road the Government gives the Company over twenty-two thousand acres of land. This land is given in alternate sections, reaching from twenty to fifty miles on each side of the track. The grant embraces agricultural, timbered and mineral lands.

It will thus be seen that the franchise of the road and its vast endowment extends over a broad, fertile belt of land, from Lake Superior and Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound and the Pacific Ocean.

At the outset of this enterprise the Northern Pacific Railroad purchased and partially consolidated with their line the St. Paul and Pacific Railroad, embracing three hundred miles of completed road in Minnesota, on which there is now a growing and prosperous business. This combination removes, what might at the eastern terminus, otherwise be regarded as the rivalry of conflicting interests.

The extent and value of the endowment in lands bestowed upon the Northern Pacific Railroad, by the Government, cannot be too highly valued. This grant alone has been estimated to be larger in area than all New England with Maryland combined, or as large as Ohio and Indiana.

The history of the Illinois Central Railroad, whose land grant was one of the earliest experiments in the matter of Government endowment, shows the vast and increasing value of such a grant when judiciously held and administered in the interest of bondholders. The State of Illinois gave to this corporation some two million and a half acres. At this time the revenues from these lands amount to some twenty-four millions of dollars, and there is every reason to suppose that they will reach thirty millions of dollars. At the time when this grant was bestowed upon the Illinois Central the lands had no greater relative value than the lands in the possession of the Northern Pacific Railroad.

Before accepting the agency of the road, Jay Cooke & Co. had the lands embraced in this grant carefully examined by competent and impartial agents. The reports of these gentlemen satisfied the fiscal agents of the great value of these lands, their fertility and wealth, their timber and mineral importance, their mildness of temperature, their perfect adaptibility to every want of a large agricultural and industrial population.

The agents of the loan might be permitted to adduce as additional evidence of the enormous value of this grant the objections of the honorable Senators and Representatives who opposed the endowment, when before Congress. "In all this belt of country west of the Rocky Mountains," said a distinguished Representative, "there is a forest which, opened up by railroad, will, for the purpose of ship-building, and for all the purposes of commerce, at home and abroad, be worth hundreds of millions of dollars." "No person," remarked an eminent Senator, "can study the topography of the country, can bring to bear his knowledge of the climatic influences, without knowing that these plains are fertile; that they are clothed with grass and timber, worth untold millions of money; that it is a vast and valuable grass-producing and grain-growing region—a large proportion of it covered with forests, the like of which cannot be found elsewhere on this continent, from which the great commercial powers of the world are now obtaining the timber out of which they now construct their merchant fleets." In this same debate the land grant was spoken of as "a grand empire" by one Senator; as "an empire in itself" by another; "a belt," remarked still another Senator, "one hundred and twenty miles wide and reaching two thousand miles in extent, sufficient of itself to make twenty States, and more than twenty States."

In presenting these illustrations of the general and material value of the property represented by this loan, attention is earnestly requested to the security and profit of these bonds:

They are free from United States tax, and are issued of the following denominations: Coupons, $100, $500 and $1,000. Registered, $100, $500, $1,000, $5,000 and $10,000.

Both principal and interest payable in American gold coin, at the office of Jay Cooke & Co., New York City—the principal at the end of 30 years and the interest (at the rate of seven and three-tenths per cent. per annum) half yearly, first of January and July.

While the Government does not directly guarantee the bonds of the road, it thus amply pro-

vides for their full and prompt payment by an unreserved grant of land, the most valuable ever conferred upon a great National improvement.

In order to still further watch and protect the interests of every bondholder, it may be proper to state that the Trustees under the mortgage are Messrs. Jay Cooke of Philadelphia and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company. They will directly and permanently represent the interests of the First Mortgage bondholders, and are required to see that the proceeds of land sales are used in purchasing and cancelling the bonds of the company, if they can be bought before maturity at more than 10 per cent. premium; otherwise the Trustees are to invest the proceeds of land sales in United States bonds or real estate mortgages for the further security of Northern Pacific bondholders. Also, that they have at all times in their control, as security, at least 500 acres of average land to every $1,000 of outstanding first mortgage bonds, beside the railroad itself and all its equipments and franchises.

These bonds will be at all times receivable, at 1.10 in payment for the company's lands, at their lowest cash price.

The registered bonds can be exchanged at any time for coupons, the coupons for registered; and both those for others, payable, principal and interest, at any of the principal financial centers of Europe in the coin of the various European countries.

In recapitulating the advantages of the loan, it is well to remember—

I. This is a first mortgage on the railroad and land grant.

II. The railroad will be continuous, under one management, for two thousand miles, and will connect the Pacific with Lake Superior and the Mississippi.

III. It will open up to American enterprise the rich and noble Red River country of British America.

IV. The land grant is absolutely a surety to the bondholders.

V. This land grant is larger than that ever given to any national improvement.

VI. It embraces a region of fertility, mildness in temperature, and capable of enormous development.

VII. The lands in themselves will build the road and leave a large surplus.

VIII. By the Northern Pacific Railroad the Lakes are 600 miles nearer the Pacific than by any other route.

IX. The Northern Pacific is the short cut route to the Indies, and lessens the distance between China and London over 1,200 miles.

X. Its elevation is so much less than other lines that the climate is milder, less snow falls and the gradients are easier.

XI. It intersects and drains navigable streams, which control a vast outlying region.

XII. It will be practically an international route, controlling the trade of British America.

XIII. The interest on these bonds, so well secured, makes them the most profitable investment in the market.

XIV. The care taken in the preparation and the indorsement of the bonds makes the interest of the holder absolutely secure.

XV. The denominations in which the bonds are issued makes them a popular loan, while the fact that they represent land and may be so redeemed, gives them an additional value to settlers and emigrants.

The nearest bank or banker will supply these bonds in any desired amount and of any needed denomination. Persons wishing to exchange stocks or other bonds for these can do so with any of our agents, who will allow the highest current price for all marketable securities.

Those living in localities remote from banks may send money or other bonds direct to us by express, and we will send back Northern Pacific bonds at our own risk and without cost to the investor. For further information, pamphlets, maps, &c., call on or address the undersigned or any of the banks or bankers employed to sell this loan.

For sale by

JAY COOKE & CO.,

Fiscal Agents Northern Pacific Railroad Company, 114 South Third street, Philadelphia; corner of Nassau and Wall streets, New York; 452 Fifteenth street, Washington, D. C.; by National Banks, and by brokers generally throughout the country.

Boston and Lowell Railroad.

The receipts from operations of this road for the year ending September 30, 1870, were as follows:

From passengers		$473,011 22
" freight		599,024 17
" mails		6,426 20
" expresses		18,558 04
		$1,097,019 63
Expenses, viz:		
Repairs of road	$146,376 11	
" engines	46,613 37	
" cars	86,976 45	
" bridges	17,460 54	
" depots, etc.	50,467 01	
Fuel	107,939 48	
Freight department and watch	82,334 68	
Conductors, etc.	29,408 37	
Engine and firemen	45,165 80	
Stationmen	19,279 45	
Switch and gatemen	16,361 27	
Office expenses	11,371 99	
Advertising, etc	6,623 75	
Gratuities and damages	13,418 44	
Taxes and insurance	76,296 08	
Oil and waste	17,498 51	
Removing ice and snow	2,275 85	
Miscellaneous	35,023 43	
		810,890 08
Net receipts		$286,129 55
To which add accumulation of interest upon the sinking fund		21,800 36
Total net income		$307,929 91
From which deduct—		
Rents, balance account	$50,399 38	
Interest, balance acc't	15,299 59	
Int. on scrip, Jan. 1, 1871	10,980 00	
Dividend, 8 per cent.	177,200 00	
Charged Trustees sinking fund	21,800 36	
		275,679 33
Balance, transferred to contingent fund		$32,250 58

The increase of business upon the roads operated by this company, is about 12 per cent. on passengers, as compared with last year.

The earnings have been increased about fifty-four thousand dollars.

Seventy-five thousand miles more have been run, being an increase 15 per cent.; producing a corresponding increase of expenses, amounting to about forty-two thousand dollars.

Dividends at the rate of 8 per cent. per annum, free of all taxes, have been paid to the stockholders; 1 per cent. has been carried to the sinking fund, and there remains in contingent fund a surplus balance of the earnings of the year, of ($32,250 58,) about 1¼ per cent. on the capital.

A much larger show of income would have been exhibited, but for the reductions in tariff, made at the commencement of the season. The freight on coal to Lowell was at that time reduced 16⅔ per cent., and on Iron and many other articles of heavy merchandise 10 per cent. A very considerable reduction was made at the same time on mileage tickets. The estimated falling off in receipts, from these causes, was not less than forty thousand dollars.

Believing that the interest of the road is promoted by conceding to the public the lowest possible tariff, consistent with the maintenance of first class accommodations, and reasonable dividends, we have from time to time increased the train and station facilities, and diminished the scale of tariff prices, as fast as the increased traffic and the decreased cost of material would warrant.

In 1865 the price of a single ticket between Boston and Lowell, was one dollar, and season tickets were thirty-five dollars per quarter. In 1866 a reduction was made, to ninety cents for a single ticket, and thirty-two dollars per quarter. In 1868 a further reduction was made to eighty cents single, and thirty dollars per quarter. Package tickets were sold at the rate of ten for seven dollars and a half. Thus actually reducing the fare to seventy-five cents.

In 1870 the fare was further reduced by sale of a ticket good to the purchaser for one thousand miles of travel, for twenty dollars; bringing down the fare between Boston and Lowell, to customers paying for one thousand miles in advance, to fifty-two cents, or two cents per mile.

These reductions on both freight and passenger tariffs, together with the additional expenses caused by putting on new trains, have kept the net income of the road down to an extremely moderate return upon the investment, and it would seem that the public patrons of the road have reason to be satisfied with both the extent and price of accommodations furnished.

At the last annual meeting you authorized the directors to locate upon, and purchase or take land, for terminal facilities in Boston, under the Act of 1869, and to erect such structures thereon as might be required for the purpose. Much time was spent in negotiations with the Eastern Railroad, for a joint occupancy of the granted territory. That Company finally declined to avail themselves of the Act, so far as the occupancy of any of the territory covered by it was concerned, and we have accordingly located only upon so much of the land as seemed to be required for our separate purposes. Our new location as now filed, covers the ground between our present passenger station and the northerly line of Nashua Street; taking one square only, out of the three which were authorized to be taken by the grant. The amount of land located upon, exclusive of Andover Street, is about seventy-five thousand feet. The adjacent grounds, now owned by this company and used for passenger station purposes, contain something over fifty thousand feet; making, with the street, which is to be closed, a building site of about two hundred and ten feet frontage on Causeway Street, with a depth of about seven hundred feet to the river. Some of the owners of land located upon, have been willing to sell at a satisfactory price, and deeds have been taken of several lots. Negotiations are in progress with others. But, with the majority of owners, the price is held so much above any rate obtained in that vicinity previous to our location, that it will probably become necessary to call out the commissioners, and take it under an appraisal. Early measures will be initiated for action in this direction.

Since the last meeting, we have, as then authorized by you, purchased the Stoneham, and the Lexington and Arlington Railroads, and, under the Act granted by the last Legislature, connected the latter with our main line, at Somerville, by the construction of about two and a quarter miles of new road. This connection was opened for public travel on the first day of December, 1870, and the Lexington trains were discontinued from the Fitchburg road at that date. We are now running seven trains a day each way, over that branch. The additional accommodations furnished, together with a reduction of about 10 per cent. on the fares, appear to give great satisfaction to the patrons of the road, and there are indications of a largely increased business.

The number of persons now holding season tickets on that line exceeds two hundred.

As business increases upon the road, we have found a necessity for large additions to the roll-

ing stock. Since 1858, when the Salem and Lawrence equipment was added to the rolling stock of the Boston and Lowell and Nashua and Lowell Roads and Branches, there has been a further increase of about 50 per cent. to the number of locomotives, 70 per cent. to passenger cars, 100 per cent. to baggage cars, and 60 per cent. to merchandise cars.

The joint roads now have forty-six locomotives, fifty-seven passenger cars, twenty-six baggage cars, and eleven hundred and thirty freight cars. Orders have also been given out for construction and purchase during the present winter, of about one hundred thousand dollars worth of additional rolling stock, to meet our growing wants.

For the purpose of purchasing Branch Roads and enlarging the terminal facilities at Boston, authority has been granted by the Legislature to increase the capital stock. At the last meeting you sanctioned an issue under this Act, to bring the capital up to three millions of dollars.

The bonds of 1853, which were convertible into stock at the option of the holder, ($440,000) have been so converted, with the exception of $55,000 now outstanding. The capital has thus already been carried up, from $1,830,000 to $2,215,000. We now propose, subject to your approval, to dispose of additional new stock, to the present stockholders, in accordance with the specific requirements of law, by offering to them one new share at par for every three shares now held. Assessments will be made on these new shares, as money is wanted for the improvements, and interest allowed at the rate of seven per cent. on the instalments paid in, as called for, until the whole amount is assessed and paid up, when the new stock will be placed in dividend account, on the same footing as the old.

TREASURER'S BALANCE SHEET, Sept. 30, 1870.

Road bed	$453,117 14
Superstructure	367,824 62
Land and land damages	560,047 46
Real estate and buildings	922,049 31
Bridges and culverts	119,557 16
Engineering	47,359 07
Engines	92,801 76
Passenger cars	34,204 75
Merchandise cars	56,338 85
Cash	127,322 95
Notes receivable	4,354 38
East Cambridge Flats	72,708 64
Trustee of sinking fund	398,205 20
Material charged to Boston and Lowell and Nashua and Lowell Railroad	131,618 88
Suspense account	9,940 64
Lexington and Arlington Railroad and Extension	141,590 00
Stoneham Branch Railroad	47,400 00
Real estate on Andover Street, Boston	14,660 00
	$3,601,100 81
Capital stock	$2,215,000 00
Bonds of 1853	55,000 00
Bonds of 1864	200,000 00
Notes payable	381,000 00
Unclaimed dividends	1,553 00
Unclaimed coupons	103 95
Salem and Lowell Railroad	2,187 50
Scrip dividend of 1866	366,000 00
Contingent fund	275,306 36
Dividend No. 68, "Declared,"	88,600 00
Dividend on scrip	10,980 00
Coupons due October 1st	5,370 00
	$3,601,100 81

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninsoield, J. G. Abbott, Wm. Minot, Jr., Hocum Hosford, Edward W. Codman.

Manager.—GEORGE STARK.

Superintendent.—JOHN B. WINSLOW.

Treasurer.—C. E. A. BARTLETT.

An Extensive Company.

The "Laflin & Rand Powder Co." are the largest manufacturers of gunpowder, not only in the United States, but in the world. Their principal office is at 21 Park Row, but they have branch offices in Philadelphia, St. Louis, Chicago and other places, with agencies in nearly all our principal cities. Their organization is a consolidation into one corporation of four different companies which had previously been more or less under the same ownership. Of their nine establishments for making powder, four are located at different points in the State of New York, three in Pennsylvania, one in Maryland, and one in Wisconsin. They own several manufactories for kegs, barrels, machinery and similar appliances; one of the largest of which, situated in this city, is entirely devoted to the preparation of metallic canisters. Each of their powder works is necessarily extensive, as the nature of the business requires it to be conducted in widely detached buildings with of course separate motive power. On this account water is generally employed and the extent of their business can be inferred from the fact that this company keep over seventy water wheels in constant operation, although steam is employed in some places as being locally more economical. The transportation of powder is sometimes dangerous and always expensive; hence it is largely conducted in their own vessels or railroad cars, especially adapted to the purpose. Also when finally brought to market, public safety requires that magazines be erected for its storage at all distributing points, the expense of which, with land sufficient to secure the buildings from molestation and the neighborhood from danger, of itself involves a large capital.

Several of their works are employed exclusively upon gunpowder for use in fire arms. The one built in 1807, at Newburgh, Orange Co., New York, and still running, has given its name to the "Orange Rifle Powder," a title which will be recognized at once by all our readers who have leisure for "dog and gun." This is the powder, which, after fifteen months competitive trial between makers of our own and other countries, was adopted by the Russian Government and is now used by them. Several other European countries have also been supplied by this company.

Contrary to the general idea, the demand for powder is far greater in peace than in war. The main business of the Laflin & Rand Co. is in supplying our great engineering operations with material especially adapted to their wants. The quality of powder required in mining bituminous coal for instance, is very different from that which most economically removes the hard quartz work of our silver mines. Moreover, the product of one is wanted in as large masses as possible, the other with the utmost comminution. The working of a marble quarry for slabs or the same limestone for burning furnishes another familiar example. So too, a single railway cutting can frequently employ to advantage a different grade of powder in the side-hill, in the tunnel, and in its "approach." A noted contractor recently discharged, simultaneously, by means of this company's electrical apparatus, some 40 different blasts within supporting distance of each other, which contained three different kinds of powder, and on measuring found his profits to be over $1,500 from the one explosion. The amount of money which can be saved by adapting means to ends in this matter will astonish those who have not investigated the subject. The question of explosives is becoming a very practical one to engineers in this day of railroads. We want the most foot-pounds work for the fewest pennies. For years there have been more powerful substances than gunpowder, as the fulminates, nitro-glycerene, gun-cotton and the like, but beyond the objection of danger from their generally unstable and sensitive character is the insuperable one of cost, and powder will be apt to hold its place until, relatively speaking, we can buy more gas for the price of saltpetre or find a cheaper base than charcoal.

To meet this requirement has been the object of the Laflin & Rand Powder Co. They make it their business to inform every mining superintendent, engineer or contractor who applies to them, at once, of just what he requires for the work in hand, and then to keep him supplied at his place of operations, promptly and cheaply. How well they have succeeded can be seen by the marks of their powder "graven on the rocks" of all our great engineering triumphs from the Erie Canal to the Pacific Railroad.

Important to Railroad and Steamship Cos.

The Manhattan Oil Company, of No 16 Broadway, N. Y., give notice in another column, that they are prepared to supply Mason's Sperm, Manhattan Signal (for head lights), Extra Lard, Tallow and Mystic Coal Oils, besides Sperm, Elephant, Whale, Paraffine, and in fact every description of oil required in the Lubrication of Machinery. This is the oldest Company in the United States which manufacture the purest unadulterated oil, and consumers can rely on the statements and testimonials which they have received from the leading Railroad and Steamship Companies in this country. Circulars containing the merits of the Oils of this Company can be had on application at their office. The Directors of this Company are: James M. Motley, Edward Rowe, T. M. Niven, James Murphy, Nathan A. Baldwin, J. Carothers, Geo. W. Quintard, Wm. A. Seaver and Philip M. Millspaugh.

Queen Anne's and Kent Railroad.

We learn that this important work is progressing as favorably as could be desired under the enterprising contractors, Messrs. Robert Irwin, Sons & Co., of Baltimore, to whom the contract for completing about nineteen miles of the road was awarded last fall. The entire line is twenty-six miles in length, extending from Massey's Cross Roads to Centreville, Md. It connects at the first named place with the Townsend branch of the Delaware railroad, which in a length of nine miles, unites with the Delaware road. The residue of the work, at present being constructed by Messrs. Irwin, Sons & Co., is to be put in running order for $170,000. They have six miles of track laid, and by May next anticipate its completion, ready for operation. From Centreville an additional line of six miles is to be built, connecting it with deep navigable water on the lower portion of the Chester river, thus giving easy access to the markets of Baltimore, Philadelphia and New York.—*Annapolis Republican.*

☞ The Martinsburg (Va.) *Statesman* says that Mr. Marsh, the contractor on the Martinsburg and Potomac Railroad, has commenced work with a full force of hands at the Powell Bend section of the road. He expects shortly to place a number of hands at the Martinsburg and middle sections also, and is confident of completing the road by the 1st of October next.

☞ The Halifax *Citizen* says that the Intercolonial Railway Commissioners have signed contracts for 27,000 Sleepers for Sections Nos. One, Two, Four, Seven and Twelve. They advertise for tenders for a twenty-one span Iron Bridge superstructure, the spans to be of one hundred feet each: also for a similar bridge of sixteen spans of two hundred feet each. Tenders to be received till the 6th of April.

☞ The net profits of the European and North American Railroad Company for 1870 was $109,836 12.

☞ The Elkton (Md.) *Whig* says the Columbia and Port Deposit Railroad is now under contract from Mr. Snyder's contract to Safe Harbor, to be finished in fifteen months, work to commence thirty days from date of contract.

Commerce of New York.

We give below, from the *New York Journal of Commerce* a statement of the Commerce of New York for 1870, in comparison with that for the five preceding years. It will be seen that the total foreign imports at New York in 1870, were $315,200,022, being $8,586,832 in excess of any former calendar year on our record. The following is a comparison of the annual result for each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13,716,500	11,864,644	315,200,022

In the above table are included, under the head of dutiable, the duty-paying goods entered directly for consumption, as well as those entered for warehousing; these, with the free goods and specie, make the total entered at the port. All the figures referring to the imports represent only their foreign gold cost, freight and duty unpaid. The specie and bullion landed here, came mostly in transit to foreign ports, and most of it will be found again among the exports.

The following table will show the classification of imports at New York for the years—

	1868.	1869.	1870.
Dry goods.	$80,905,834	$94,726,417	$109,498,523
Gen. mdze.	163,202,611	195,842,794	193,836,855
Specie....	7,085,389	15,788,462	11,864,644
Total....	$251,193,834	$306,357,673	$315,200,022

This shows that out of $315,200,022 imported last year, everything known as dry goods, including all miscellaneous articles sold by the trade amounted to only $109,498,523, while $193,836,855 are given under the head of general merchandize, and include tea, coffee, sugar, metals, spirits, spices, drugs, fruits, seeds, china, glass, etc., etc. The cash duties received in 1870, amounted to $135,810,995 85. This was collected upon $282,390,846 dutiable goods thrown upon the market.

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1868.	1869.	1870.
1st.....	$42,033,366	$36,566,924	$40,776,407
2d.....	41,381,668	48,705,409	47,514,407
3d.....	36,549,086	54,933,449	46,241,837
4th	44,101,182	55,021,124	61,413,082
Total....	$164,066,102	$195,226,706	$195,945,733

The shipments of gold are counted at their tale value; but all others, with unimportant exceptions, are given at their market value in paper money at the time of shipment.

Foreign imports entered at New York during the years 1865, 1866, 1867, 1868, 1869, and 1870:

ENTERED FOR CONSUMPTION.

	1865.	1866.	1867.	1868.	1869.	1870.
January	$5,217,495	$18,556,726	$11,046,856	$7,855,830	$11,698,755	$11,970,771
February	5,178,774	17,389,505	13,364,912	10,386,053	14,205,473	13,739,351
March	7,066,126	15,200,809	11,373,974	11,999,520	17,890,058	14,447,775
April	5,528,575	13,366,449	10,800,747	9,652,649	13,836,593	14,423,458
May	6,592,157	13,563,551	9,438,747	10,244,318	12,514,151	13,027,399
June	8,542,271	10,682,723	8,947,379	8,786 471	10,510,444	12,267,273
July	10,175,820	14,304,403	11,036,960	12,193,589	12,560,232	13,579,723
August	15,903,743	14,560,161	13,547,834	14,005,112	15,895,735	18,722,322
September	16,748,595	13,228,489	13,149,846	14,152,546	12,938,666	17,745,075
October	16,357,232	13,812,206	10,224,405	11,294,439	10,288,541	14,087,056
November	16,655,761	10,688,544	8,193,013	9,707,521	11,015,790	14,004,294
December	14,500,606	8,447,064	6,416,343	7,458,965	9,080,463	12,716,366
Total	$128,467,155	$153,800,629	$127,541,016	$127,737,013	$152,434,901	$170,730,863

ENTERED WAREHOUSE.

January	$4,510,225	$10,241,576	$9,087,702	$6,647,871	$9,378,719	$10,122,477
February	5,568,127	11,626,677	11,211,014	9,297,632	8,548,655	9,334,667
March	7,872,555	9,539,100	9,069,756	12,391,956	13,428,973	11,826,891
April	7,448,371	10,159,657	13,327,839	10,780,668	16,497,691	13,137,232
May	5,288,049	13,902,407	10,896,675	10,541,079	12,876,131	10,474,170
June	7,123,972	10,967,050	10,478,305	10,063,867	12,380,145	10,484,645
July	7,845,947	11,301,274	11,226,514	10,573,083	10,705,702	10,042,048
August	7,553,260	8,123,406	9,340,292	8,280,600	10,008,548	9,965,682
September	4,936,209	7,817,045	6,676,707	6,804,640	8,840,059	7,748,840
October	5,903,993	8,113,869	7,096,411	6,850,498	5,841,349	7,163,067
November	9,184,116	8,345,859	6,414,609	7,050,229	6,913,527	9,886,963
December.	10,506,502	10,105,018	5,931,115	5,325,282	7,925,576	8,701,333
Total.	$83,741,146	$120,232,938	$110,756,939	$104,607,405	$123,345,075	$118,888,015

FREE GOODS.

January	$840,129	$1,238,757	$717,810	$778,296	$1,243,777	$1,108,271
February	620,063	1,504,253	918,364	718,777	1,190,397	757,538
March	830,450	1,179,177	923,377	821,682	1,702,591	979,288
April	961,026	1,152,683	1,232,997	964,488	1,202,080	1,006,584
May	818,818	959,416	1,140,103	887,657	1,256,112	1,115,039
June	953,226	1,002,330	1,043,040	783,149	1,277,514	1,475,026
July	886,430	899,549	766,786	1,094,543	1,214,472	988,444
August	836,533	931,877	844,664	828,188	1,322,924	1,141,295
September	795,468	840,082	854,987	1,421,652	1,200,764	1,409,353
October	795,508	1,471,951	754,881	1,294,991	879,329	1,193,348
November	1,159,248	873,514	1,082,066	1,323,254	1,151,880	1,491,905
December	913,937	947,999	765,106	847,350	1,147,395	1,050,409
Total	$10,410,837	$13,001,588	$11,044,181	$11,764,027	$14,789,235	$13,716,500

SPECIE.

January	$52,268	$72,771	$126,719	$136,574	$221,278	$1,523,856
February	106,704	172,122	136,491	415,875	1,882,755	1,536,442
March	243,242	285,854	145,867	1,299,776	1,771,668	2,441,679
April	236,492	161,817	271,710	871,079	4,818,287	805,025
May	177,085	393,073	376,725	477,485	403,267	667,807
June	236,032	94,549	499,184	838,111	914,005	188,150
July	253,640	345,961	56,606	126,442	202,487	194,990
August	182,072	269,221	540,244	846,821	159,927	430,726
September	194,224	5,193,473	345,669	906,558	1,364,904	592,496
October	77,942	1,434,158	362,789	554,862	3,580,817	417,860
November	236,526	802,937	181,319	220,316	156,286	2,734,075
December	127,054	352,093	263,016	891,490	312,731	331,538
Total.	$2,123,281	$9,578,020	$3,306,339	$7,085,389	$15,788,462	$11,864,644

TOTAL IMPORTS.

	1865.	1866.	1867.	1868.	1869.	1870.
January	$10,620,117	$30,109,830	$20,979,087	$15,418,571	$22,542,529	$24,725,375
February	11,473,668	30,692,557	25,630,781	20,818,337	25,827,280	25,367,998
March	16,082,373	26,204,940	21,512,974	26,512,934	34,793,290	29,695,633
April	14,174,464	24,840,605	25,633,293	22,268,884	36,354,651	29,372,299
May	12,876,109	28,818,447	21,852,250	22,150,539	27,049,661	25,284,415
June	16,855,321	22,736,652	20,967,908	20,471,598	25,082,108	24,415,094
July	19,161,838	26,851,187	23,086,866	23,987,657	24,682,893	24,805,205
August	24,475,608	23,884,665	24,273,034	23,960,721	27,387,134	30,260,025
September	22,674,496	27,079,089	21,027,209	23,285,396	24,344,393	27,495,764
October	23,134,675	24,832,184	18,438,486	19,994,790	20,590,036	22,861,331
November	27,235,651	20,710,854	15,871,007	18,301,320	19,237,483	28,117,237
December	26,048,099	19,852,174	13,375,580	14,023,087	18,466,215	22,799,646
Total	$224,742,419	$306,613,184	$252,648,475	$251,193,834	$306,357,673	$315,200,022

WITHDRAWN FROM WAREHOUSE.

January	$5,653,554	$7,424,385	$9,380,484	$6,731,624	$8,506,630	$8,674,238
February	5,673,619	7,666,543	11,794,156	9,049,339	9,880,388	9,981,615
March	5,795,512	7,844,644	13,318,411	10,296,124	9,661,447	9,985,981
April	7,880,008	8,640,360	8,838,610	10,140,834	8,954,512	12,822,634
May	10,277,070	9,450,591	9,245,943	9,045,351	8,379,918	10,615,377
June	6,346,958	8,967,431	6,910,287	6,658,943	7,604,330	8,354,527
July	8,612,411	9,084,242	7,560,396	6,829,796	8,151,534	8,463,853
August	9,661,136	10,530,593	10,490,050	9,676,657	11,706,296	11,305,475
September	8,042,603	11,091,194	9,928,471	10,935,659	11,121,143	10,732,135
October	4,699,328	8,789,838	7,728,761	8,892,665	10,704,752	8,802,588
November	4,249,381	6,186,725	6,378,248	6,104,542	7,818,234	6,325,530
December	3,632,662	4,564,836	5,202,239	5,675,429	5,509,480	5,596,030
Total.	$80,524,342	$100,241,282	$106,776,056	$100,036,963	$107,998,664	$111,659,983

RECEIPTS OF CUSTOMS AT NEW YORK.

	1866.	1867.	1868.	1869.	1870.
January	$12,437,474 16	$9,472,248 48	$7,133,428 42	$9,615,894 43	$9,840,502 99
February	12,008,273 74	11,466,418 42	9,699,752 39	11,996,628 46	11,750,424 06
March	11,173,154 62	11,977,418 19	11,196,861 33	13,027,672 02	11,977,323 42
April	10,950,896 78	9,372,701 48	10,023,029 37	10,727,099 86	12,799,598 49
May	11,418,492 10	9,340,766 73	9,723,476 45	9,688,820 34	11,473,412 25
June	9,559,898 38	7,725,135 60	7,678,200 69	8,411,294 83	9,740,549 89
July	11,507,186 60	9,505,432 94	9 237,920 50	10,045,078 14	10,592,841 37
August	12,349,760 82	12,623,300 45	11,995,596 18	13,845,030 69	15,078,512 90
September	12,284,144 66	11,712,164 78	12,916,782 29	11,975,804 75	14,182,516 12
October	11,002,048 08	8,682,889 05	10,059,277 34	10,554,660 92	11,161,364 60
November	7,716,883 67	6,931,212 90	7,309,086 88	8,540,788 60	9,017,823 32
December	5,707,547 99	5,276,301 32	6,327,300 78	6,590,945 65	7,696,126 44
Total	$128,079,761 60	$114,085,990 34	$113,296,712 62	$125,019,718 69	$101,772,905 94

Exports from New York to foreign ports during the years 1865, 1866, 1867, 1868, 1869, and 1870:

DOMESTIC PRODUCE.

	1865.	1866.	1867.	1868.	1869.	1870.
January	$16,023,621	$19,784,997	$12,911,689	$13,766,496	$12,672,824	$11,833,151
February	15,042,505	16,768,120	14,615,040	13,543.674	10,507,041	11,180,695
March	13,898,565	23,291,485	19,679,955	12,882,808	11,942,672	14,965,213
April	7,220,709	22,526,822	16,979,383	13,976,761	14,671,026	13,741,650
May	7,833,565	12,281,623	12,615,022	14,297,029	15,443,499	14,167,414
June	8,079,802	9,601,089	14,346,769	10,634,544	16,555,107	16,811,500
July	12,521,246	13,057,476	13,666,098	10,538,848	18,450,323	15,965,557
August	14,500,860	12,646,004	12,116,096	12,750,918	17,975,524	12,599,436
September	12,763,484	1,635,610	11,102,100	11,316,492	16,510,324	15,157,390
October	20,986,936	14,593,664	16,679,540	13,954,602	18,419,645	16,018,569
November	22,763,327	13,651,464	20,056,540	13,881,126	16,836,617	24,125,836
December	22,562,534	16,817,615	13,442,177	14,523,280	17,828,174	19,173,650
Total	$174,247,154	$186,655,969	$178,210,409	$156,075,578	$187,812,776	$185,740,061
FOREIGN FREE						
January	$105,421	$38,301	$114,207	$12,680	$7,965	$63,623
February	74,793	26,605	36,803	36,387	4,941	46,162
March	307,221	57,167	31,133	24,761	31,102	50,590
April	57,544	130,254	38,389	113,489	4,600	45,157
May	54,500	131,393	23,492	183,986	49,261	29,879
June	35,417	55,074	43,214	32,946	59,001	38,395
July	28,236	27,269	20,168	37,975	27,020	24,522
August	45,045	50,720	24,096	18,192	54,356	23,116
September	64,003	29,373	9,498	80,593	16,960	11,451
October	33,235	32,061	4,446	10,822	71,862	1,905
November	109,155	64,001	8,515	9,763	44,159	1,963
December	24,165	44,265	82,694	39,330	37,433	15,721
Total	$938,735	$706,483	$436,655	$600,924	$408,660	$352,034
FOREIGN DUTIABLE.						
January	$432,556	$284,909	$422,751	$669,151	$472,228	$996,392
February	633,509	400,782	800,663	441,528	312,830	713,289
March	191,927	320,165	764,138	655,881	615,121	927,292
April	433,395	654,019	845,824	648,960	733,461	911,018
May	759,857	567,872	665,031	852,544	583,846	918,306
June	131,425	606,255	713,137	641,409	605,608	851,088
July	262,593	401,724	382,695	444,735	604,923	727,794
August	135,172	226,786	717,161	558,078	594,339	808,944
September	200,854	306,244	890,851	803,255	699,680	923,627
October	252,072	186,108	797,235	740,477	577,748	638,930
November	208,091	268,600	610,460	517,907	512,226	785,553
December	238,606	551,657	533,115	415,675	693,260	651,405
Total	$3,440,410	$4,967,102	$8,142,961	$7,389,600	$7,005,270	$9,853,638
SPECIE AND BULLION.						
January	$3,184,853	$2,706,336	$2,551,351	$7,349,825	$3,214,380	$2,683,392
February	1,023,201	1,807,030	2,124,461	4,203,825	3,232,083	2,194,256
March	381,913	1,045,039	1,891,141	3,694,912	2,389,968	1,521,601
April	871,249	588,875	2,261,283	6,095,179	1,767,601	1,698,616
May	7,255,071	23,744,194	9,043,154	15,936,231	2,512,330	4,485,373
June	5,199,472	15,890,956	6,724,272	11,823,628	2,335,531	4,257,362
July	723,986	5,821,459	13,519,894	10,584,558	6,474,624	16,922,451
August	1,554,398	1,587,851	1,714,594	4,690,989	3,027,940	10,548,076
September	2,494,973	834,550	2,201,958	1,954,723	1,763,171	4,616,856
October	2,516,226	1,463,450	1,182,031	1,608,739	2,531,076	2,416,356
November	2,046,180	3,776,690	1,733,261	1,181,085	1,126,845	4,896,257
December	2,752,161	3,297,270	6,854,548	1,717,905	1,732,899	1,950,879
Total	$30,003,683	$62,553,700	$51,801,948	$70,841,599	$32,108,448	$58,191,475
TOTAL EXPORTS.						
January	$19,746,451	$22,814,543	$15,999,998	$21,798,152	$16,367,397	$15,576,558
February	16,774,008	19,002,537	17,576,967	18,225,414	14,056,895	14,134,402
March	14,779,626	24,713,856	22,366,367	17,258,362	14,978,863	17,464,696
April	8,582,897	23,899,970	20,124,879	20,834,389	17,176,688	16,396,441
May	15,513,346	36,937,067	22,346,699	31,269,790	18,588,936	19,600,972
June	13,446,116	26,153,374	21,827,392	23,132,527	19,555,247	21,958,345
July	13,536,061	19,307,928	27,588,755	21,606,116	25,556,890	33,640,324
August	16,235,475	14,511,361	14,571,947	18,018,177	21,652,159	22,979,572
September	15,523,314	12,805,773	14,204,407	14,155,063	18,990,135	20,709,324
October	23,788,469	16,275,283	18,663,252	16,314,640	21,600,331	19,075,760
November	25,126,753	17,750,755	22,408,776	15,589,881	18,519,847	29,809,609
December	25,577,766	20,710,807	20,912,534	16,705,190	20,291,766	21,791,205
Total	$208,630,282	$254,883,254	$283,591,973	$234,907,701	$227,335,154	$254,137,208

Imports and Exports of Coal.

The following is the quantity and value of Bituminous Coal imported into, and Anthracite and Bituminous exported from the United States for the fiscal year ending June 30, 1870:

Imports:	Tons.	Value.
From Dominion of Canada	168,180	$884,287
Other British Provinces in N. America	75,499	228,819
Other countries	177,004	497,210
Total, tons and value	420,683	$1,110,316
Imports in 1869	423,816	
Decrease in 1870	3,133 tons.	

Exports:	Tons.	Value.
Anthracite coal	121,098	$803,135
Bituminous coal	106,820	503,223
Total	227,918	$1,306,358
Exports in 1869	283,787	
Decrease in 1870	55,869 tons.	

The average value of all the Bituminous coal imported is about $2 64 per ton at the shipping ports. The average value of coal imported from Nova Scotia alone is about $2 34 per ton, gold, at the shipping ports. The average value of Bituminous exported was $4 60, and Anthracite $6 60, at the shipping ports, in currency.

Debt of Ohio.

The outstanding funded debt of the State of Ohio on the 15th of November, 1870, was as follows:

FOREIGN DEBT—PAYABLE IN NEW YORK.

Loan payable after Dec. 31, 1860, not bearing interest		$1,270 00
Loan (Union) payable July 1, 1868, not bearing interest		2,500 00
Loan payable after Dec. 31, 1870, bearing 6 per cent. interest		1,284,317 26
Loan payable after Dec. 31, 1875, bearing 6 per cent. interest		1,600,000 00
Loan payable after June 30, 1881, bearing 6 per cent. interest		4,095,309 47
Loan payable after Dec. 31, 1886, bearing 6 per cent. interest		2,400,000 00
Total foreign debt		$9,383,396 73
DOMESTIC DEBT—PAYABLE AT COLUMBUS.		
Stock of 1849, not bearing interest	$1,765 00	
Union loan of 1871, bearing 6 per cent. int.	366,975 00	
		368,740 00
Total funded debt		$9,752,136 73

There is still invested in the loan of 1881 the sum of $20,058 82, which, deducted from the debt outstanding as given above, leaves the real amount yet to be paid at $9,732,077 91.

☞ The National Car Company of St. Albans, Mr. J. B. Fletcher, superintendent, have now in their service about 500 changeable gauge cars, which are in constant use on roads between Boston on the Atlantic and San Francisco on the Pacific coast.

☞ The Housatonic Railroad Company have declared an extra dividend of 8 per cent. on preferred stock, payable Feb. 1.

☞ John S. Tyler has been elected President and Geo. Lewis Clerk and Treasurer of the Granite Railway Co.

☞ Work is to commence on the Peachbottom (Pa.) Railroad on the 8th of March.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point..100	1,232,200	J. & J.	July '70 4
Atlantic & N. Carolina ..100	5,545,225	.....	.....
Atlantic & Gt. Western .. 50	25,879,923	.....	.....
" " " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	M. & S.	Sept'70 2
Augusta and Savannah ..100	733,700	J. & J.	Jan.'70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '70 4
Do. Washington Br.....100	2,650,000	A. & O	Oct. '70 5
Baltimore City Passenger....	670,000	F. & A.	Dec. '70 3
Bay de Noquet & Marq..100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'71 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'70 2½
Boston and Albany 100	13,725,100	J. & J.	Dec. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct. '70 4
Boston, Concord & Mont.100	459,500	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '70 3
Boston and Lowell.....500	2,215,000	J. & J.	Dec. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Dec. '70 5
Boston and Providence ...100	3,700,000	J. & J.	Dec. '70 5
Broadway (South Boston) 50	400,000	J. A. J.O.	Dec.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3
Brooklyn City..... 10	1,000,000	F.M.AN	Nov. '70 3
Brooklyn City & Newt'n.100	399,800	.....	July'70 3½
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	Nov '70 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug '70 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct. 70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '71 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	D.,'70 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '70 3
Catawissa..... 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan. '71 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	Nov'70 3½
Central of Georgia.....100	4,666,300	J & J	July '70 5
Central of New Jersey....100	15,000,000	J. & J.	Dec. '70 4
Central Ohio.....100	2,600,000	J. & D.	Dec. '70 3
Do. pref.....100	400,000	J & D.	Dec. '70 3
Cen. Park, N. & E. River.100	970,000	.....	Oct. 67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Dec. '70 3
Chicago and Alton.....100	5,145,070	M. & S.	Sept.'70 5
" pref...100	2,425,400	M. & S.	Sept.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Mar. '70 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Dec. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'70 5
" " pref.100	18,159,097	J. & D.	Dec. '7C 5
Chicago, R. I. & Pacific....100	16,000,000	A. & O.	Oct. '70 4
Cin, Ham. & Dayton.....100	3,500,000	A. & O.	Oct. '70 4
Cincinnati City Passenger....	.....	J'n &J'ly	Jan.'68$2
" Street.....	.....	J. & J.	Jan.'68$2
Cin., Sand. & Clev. pref... 50	428,646	M. & N.	Nov '70 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	July '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'71 3½
Cleveland & Mahoning*.. 50	2,056,400	M. & N	Nov'70 3½
Cleveland and Pittsburg.. 50	7,494,588	F.M.A.N	Feb.'71 2½
Cleveland and Toledo* ... 50	5,000,000	F. & A.	Aug. '70 4
Col., Chi. & Indiana Cen.100	10,460,900	.....	.....
Columbus and Xenia*..... 50	1,786,200	M.J.S.D.	Dec. '70 2
Concord..... 50	1,500,000	M. & N.	Nov '70 5
Concord & Ports., guar....100	350,000	J. & J.	Jan.'71 3½
Coney Island & Brooklyn 100	500,000	.....	.....
Conn. & Passum'c Rivers.100	139,000	.....	.....
Do. do. pref.100	1,822,100	F. & A.	Dec. '70 3
Connecticut River.....100	1,700,000	J. & J.	Dec. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '70 4
Danbury and Norwalk .. 50	400,000	quarterly	Dec. '70 3
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jan. '71 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Dec.'70 6s
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	452,350	.....	.....
" " pref.100	2,095,000	.....	Dec. '69 7
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City.100	1,673,641	J. & J.	Dec. '70 3½
Do do. pref.100	1,987,351	J. & J.	Dec. '70 3½
East Mahanoy 50	392,550	J. & J.	July '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Dec. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Dec. '70 4
East Pennsylvania 50	654,600	.....	Jan. '71 3
East Tenn. and Georgia ...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'70 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'70 2½
Do. do. pref. 50	500,000	J. & J.	Dec.'70 3½
Erie Railway 100	75,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual	Dec'69 7s
Erie & Pittsburg 50	962,990	M.J.S.D.	Dec'70 1½
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg.....100	3,640,000	J. & J.	Dec. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000	M. & N.	May '70 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '71 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Dec. '70 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Sept'70 4
Green and Coates St.(Ph.) 50	160,000	J. & J.	Jan. '71 4

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Dec. '70 3
Hannibal and St. Joseph.100	4,151,700	.....	Aug'70 3½
Do. do. pref.100	5,078,224	.....	Aug. '70 7
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'70 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Feb. '71 8
Huntingdon & B'd Top .. 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	J'n. '68 3½
Illinois Central 100	25,278,710	J. & J.	Jan. '71 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind....100	2,000,000	J. & J.	Jan. '65 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'71 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '71 4
Lake Shore & Mich. So. ..100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb.. 50	1 335,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan. '70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	17,716,400	J.A.J&O	Dec.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami.*..... 50	3,572,400	M.J.S.D.	Dec. '70 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'71 5½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'70 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug. '70 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Dec. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Oct. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,500,000	J. & J.	Jan. '71 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central.....100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov. '70 5
Marietta & Cincinnati..... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3
Massawippi.....100	400,000	.....	Dec. '70 3
Memphis and Charleston.100	5,312,725	.....	June'69 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Dec '70 5
Michigan Central 100	11,197,348	J. & J.	Dec. '70 5
Middleboro' and Taunton.100	147,200	J. & D.	Dec '70 2
Middlesex (Boston).....100	400,000	A. & O.	Oct. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan '71 5
Millville and Glassboro' ..100	405,020	F. & A.	Feb. '70 5
Milw. & St. Paul.....100	7,665,104	Dec. 1870	Dec.'70 7s
" " " pref.....100	9,744,265	Dec. 1870	Dec. '70 7
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Dec. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex*..... 50	7,880,100	.....	Dec.'70 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '71 6
Nashua and Lowell.....100	720,000	M. & N.	Nov. '70 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck.....100	1,436,600	F. & A.	Dec. '70 5
New Bedford & Taunton.100	500,000	J. & J.	July '70 4
New Haven & N. London.100	738,538	.....	.....
N.Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '71 5
New London Northern....100	895,000	.....	Dec. '70 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Oct. '70 4
" Certificates.100	44,428 330	A. & O.	Oct. '70 4
New York and Harlem.... 50	6,500,000	J. & J.	Dec. '70 4
" " pref. 50	1,500,000	J. & J.	Dec. '70 4
New York & New Haven.100	9,000,000	J. & J	July'70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J	Dec. '70 4
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '71 3
Norfolk & Petersb'g guar.100	137,500	J. & J.	July '70 3
North Carolina.....100	4,000,000	A. & J.	July '70 3
Northern Central 50	5,000,000	M. & N.	Nov.'70 3
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh..100	3,068,400	J. & D.	Dec. '70 4
North Pennsylvania..... 50	3,150,150	.....	Feb.'71 5s
Norwich & Worcester 100	2,363,600	J. & J.	Dec. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan.'71 3½
" " pref.100	1,994,900	A. & O.	Oct. '70 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Dec.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Dec.'70 2½
Old Colony & Newport ..100	4,848,320	J. & J.	Dec. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'70 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.AJ&O	Jan. '71 3
Paterson and Ramapo.....100	248,500	J. & J.	Dec. '70 4
Paterson and Hudson Riv100	630,000	J. & J.	Dec. '70 4
Pennsylvania 50	21,045,750	M. & N.	Nov. '70 5
Peoria & Bureau Valley*.100	1,200,000	F. & A.	Feb. '71 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Petersburg.....100	1,320,200	J. & J.	Jan. '71 3
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '71 4
Philadelphia and Reading 50	28,849,800	J. & J.	Dec. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Dec. '70 5
Phil., Ger. & Norristown* 50	1,535,550	A. & O.	Oct. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '71 5
Phila., Wil. & Balt..... 50	9,053,300	J. & J.	Dec. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby.. 20	100,000	J. @ J.	July'70 -
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '71 4
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A.J&O	Jan.'71 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '71 3
Portland and Kennebec....100	582,300	J. & J.	Jan '70 3
Do. Yarmouth Stock..100	202,400	A. & O	Apl. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th..100	$1,500,000	J. & D.	Dec.'70 3
Providence & Worcester.100	1,800,000	J. & J.	Dec.'70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Oct.'70 3½
Richmond and Danville ..100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041.800	.....	.....
Rockport 100	88,400	.....	Nov.'67 2
Rome, Watert. and Og'nb.100	2,400,000	J. & J.	Dec.'70 4
Rutland preferred.....100	.....	F. & A.	Feb'71 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'70 7
St. L., Jack'nv. and Chic'o.100	1,469.429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'70 3
Sand.,Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '71 4
Schuylkill Valley* 50	576,050	J. & J.	Jan'71 2½
Seaboard and Roanoke...100	868,200	M. & N.	Nov.'70 4
Second Avenue (N. Y.)...100	670,000	.....	July'70 2
17th & 19th streets (Ph.).. 50	130,000	.....	Dec.'70 2
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Aug.'70 3
Shore Line.....100	636,200	J. & J.	Dec.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	May'70 -
Somerville 100	75,000	M. & N.	Nov.'70 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	Aug.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	..... 3½
Summit Branch 50	250,000	F. & A.	Feb.'71 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'70 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '71 6
Third Avenue (N. Y.)....100	1,750,000	.....	May '70 -
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Dec'70 2½
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W. D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	11,700,000	.....	.....
" " pref.100	1,000,000	M. & N.	May'70 3½
Troy and Boston.....100	607,111	.....	.....
Troy and Greenbush*.....100	274,400	J. & D.	Jun'70 3½
Union Transport'n (Bos.).100	200,000	M. & N.	Nov.'70 4
Union (Phila.) 50	291,475	J. @ J.	Jan. '71 4
Utica and Black River.....100	834,400	J. & J.	July '70 3
Vermont and Canada*.....100	2,500,000	J. & D.	Dec. '70 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	July'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	1.209,000	F. & A.	Dec. '70 5
West Philadelphia..... 50	249,100	J. & J.	Dec. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan. '71 3
Warren 100	1,547,650	.....	..... 3½
Worcester and Nashua .. 75	1 522,500	J. & J.	Dec.'70 5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec. '70 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '70 4
Delaware and Hudson....100	10,000,000	F. & A	Feb. '71 5
Delaware and Raritan....100	2,521,300	F. & A.	Feb. '71 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	July'70 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'71 5
Pennsylvania..... 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,895	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50		.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Sept.'69 3
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '70 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec.'70 2
Central Coal 100	2,000,000	J. & J.	July'69 5
Fulton Coal.....	.....	J & J.	Jan.'71 4
Lackawanna Coal.....	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug.'70 5
Roaring Brook Coal.....	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Dec.'70 6
Spruce Hill Coal..... 10	1,000'000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Dec. '70 2
Am.Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	5,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,364	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	293,978	323,825	344,366	334,653	395,044	411,986	421,485	501,049	498,635	488,658	432,492	386,599	4,831,770
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	388,386	449,932	523,841	455,607	632,652	736,555	584,156	479 236	393,468	5,684 109
1870	401,275	449,655	500,393	443,300	507,900	529,512	462,400	556,100	597,600	638,121	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,690	244,161	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	695,253	759,215	645,768	861,358	870,584	862,171	841,991	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
Michigan Southern & Northern Indiana:													
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,[illegible]4	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,[illegible]0	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,[illegible]0	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,951,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,[illegible]2	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,570	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,373	387,827	4,755,958
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	[illegible]	7,250 069
1870	396,171	382,823	377,000	443,132	720,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248,838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,399
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,[illegible]80 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,615	350,613	329,243	298,708	271,207	3,184,282
1870	200,879	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10,033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,908	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
St. Louis and Iron Mountain:													
1870	93,753	95,610	105,033	103,716	117,625	116,242	107,524	122,000	124,124	127,096	121,795	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	551,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	328,377	434,284	4,252,343
1870	312,133	293,645	295,298	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,762
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	523,529	500,139	539,238	706,603	802,585	746,450	843,058	664,051	728,521	719,698	570,163	482,838	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1871.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	105½
.. .. coupon		5	" "	1874	105¾
Loan of June 22, 1860 .....registered	matured.	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 } registered	189,733,100	6	" "	1881	113½
and March 3, 1863 ..... } coupon		6	" "	1881	113¾
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	104
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	494,892,550	6	May & Nov.	1882	108¾
.. .. .. (5-20s).....coupon		6	" "	1882	110¾
Loan of March 3, 1864 (5-20s)...registered	3,113,600	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	110
Loan of June 30, 1864 (5-20s)...registered	104,139,000	6	" "	1884	110
.. .. .. (5-20s).....coupon		6	" "	1884	110
Loan of March 3, 1865 (5-20s)...registered	185,975,750	6	" "	1885	108½
.. .. .. (5-20s).....coupon		6	" "	1885	110
.. .. 2d series (5-20s)...registered	269,535,550	6	Jan. & July.	1886	109
.. .. .. (5-20s).....coupon		6	" "	1886	109
.. .. 3d series (5-20s)...registered	339,774,600	6	" "	1887	109½
.. .. .. (5-20s).....coupon		6	" "	1887	109½
.. .. 4th series (5-20s)...registered	39,666,250	6	" "	1888	109½
.. .. .. (5-20s).....coupon		6	" "	1888	109¾
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s)....coupon		5	" "	1904	109½
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95–'99	111½
Certificates of Mar. 2, 1867, and July 25, 1868..	43,550,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14 000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	33,050	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	143,087	var	.....	Due.	....
Treasury Notes (7-30s).....	550,900	7.3	.....	Due.	....
Certificates of Indebtedness.....	5,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	1,907,950	6	.....	Due.	....
Temporary Loan of June 30, 1864	80,810	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,101,086	*nil.*	.....	Dem.	....
Fractional Currency	39,995,089	"	.....	"	...
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	72
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	...
.. — .. .. (new).....	660,200	8	" "	'94–'95	99½
Arkansas—State Funded Debt Bonds.....	4,300,000	6	Jan. & July.	1899	59
.. — .. Aid Bonds.....	1,500,000	7	April & Oct.	1899	57½
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	108
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr) }		6	Jan. & July.	'71–'81	101¼
.. — .. Oct.'61,(10 or 20yr) }		6	" "	'72–'82	99½
.. — .. Nov., 1863 ..... }	7,513,692	6	" "	1883	....
.. — .. My',64,(10 or 20yr) }		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865,(free) }		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds ..... }	500,000	8	Jan. & July.	Var.	....
.. — .. .. }		7	" "	Var.	...
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	88
.. — .. .. (" ").....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68 '74	81½
.. — .. .. (" ").....	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	99
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'93	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	68
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	72
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	..
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	87
.. — .. .. (Funding).....	494,800	6	Various.	'86–'89	65½
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	97½
.. —War Loan of 1861.....	800,000	6	"	1871	100
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	97½
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	100½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	97
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	96
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	95½
.. — .. .. 1838–'39.....	46,232	5	" "	1890	79
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	103
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90–'94	95¾
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	107½
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	105
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	103
.. —	162,000	6	June & Dec.	'70–'72	....
.. —	50,000	6	" "	1877	107½
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	112¾
.. —	650,000	6	" "	'72–'73	104½
.. —	720,000	6	" "	'74–'75	105
.. —	1,430,000	6	" "	1876	104½
.. — .. .. 1862.....	600,000	5	" "	'77–'78	....
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	98
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	96½
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	95½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	....
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100½
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	100
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	101
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	89¾
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	....
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	89
Nebraska—(No Account).....	.....	...	....	....	....
Nevada—(No Account).....	.....	...	....	....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	99
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	99
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	102½
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. .. Bonds.....	22,186,000	7	" "	1877	106
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69–'91	47
.. — .. (new).....	3,059,045	6	" "	'92–'98	24
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	37¾
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,095,309	6	" "	1881	100½
.. — .. (").....	2,400,000	6	" "	1886	102½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks ..... }	2,797,910	6	Various.	Due.	....
.. — .. .. }		5	" "	"	...
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	104
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	103½
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103½
.. —	7,909,600	6	" "	1877	104½
.. —	9,273,050	6	" "	1882	106
.. —	910,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104½
Rhode Island—War Loan of 1861.....	50,500	6	April & Oct.	1871	100
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	99
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	101¾
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	100
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	....
.. —Funding Bonds	1,282,971	6	" "	'70–'90	59½
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	64¾
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	64½
Texas—No legal debt.....	.....	...	....	....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71–'78	109
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	65
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	60¾
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	....	....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	90
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	91
1st Mortgage Eastern Ex	59,000	....	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	....	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70–'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	87
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	87
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	99½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	89½
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	55
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	23½
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	97½
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	85
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	91
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	104
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £313,650	1,518,066	6*	Jan. & July.	London.	1880	....
" *Loan*, £368,200 & $154,000	2 000,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,040	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	98½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	97
Loan for $2,500,000	867,000	6	June & Dec.	" "	1889	94¾
Consol. Mortgage for $5,000,000	4,666,100	6	May & Nov.	" "	1889	95
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	95½
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	89
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	51
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	86¾
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	93½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	86½
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	91½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	107½
National Loan	25,881,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	93½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	356,000	7	May & Nov.	New York.	1877	100
1st Mortgage	2,383,000	7	Jan. & July.	" "	1893	108
Income bonds (2d Mortgage)	1,078,000	7	April & Oct.	" "	1883	92½
Chicago, Burlington and Quincy:						
Trust Mortgage	2,876,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	400,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	41
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	92½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98½
Funded Coupons	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage	3,592,500	7	Feb. & Aug.	" "	1885	92
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	138,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	" "	1915	88½
Equipment Bonds	825,000	10	May & Nov.	" "	'68–'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. U. R. R.)	986,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	" "	1898	89
1st Mort. (Chi. & Mil. R.W. 85 m)	1,129,000	7	Jan. & July.	" "	1898	....
1st Mortgage (Beloit & Mad. R.)	354,000	7	" "	"	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mort. (C., R. I. and P. R. R.)	7,376,000	7	" "	"	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77 '87	50½
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1883	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	80
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	96½
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1861	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	790,500	6	March & Sept.	New York.	1873	98
3d Mortgage (or 2d Extension)	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage (or 3d Extension).	1,104,344	7	Jan. & July.	" "	1892	[illegible]
Consol. S. F. Mort. $5,000,000	[illegible]	7	May & Nov.	" "	1900	[illegible]

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	91¾
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	100
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83¾
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	65½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	....
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	1,498,000	7	April & Oct.	New York.	1897	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	95
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	98½
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	87
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	100
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	96
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95½
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	68-'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
3d Mortgage, convertible	73,000	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	96¾
Bonds of 1863	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	91½
Income Bonds	570,000	5	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Wlan.)	1,000,000	6*	Jan. & July.	London.	1886	...
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	92
3d Mortgage	6,000,000	7	" "	" "	1883	90
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	83½
5th Mortgage	926,500	7	June & Dec.	" "	1888	79¾
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	1,985,000	7	May & Nov.	" "	1875	95
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	90
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	82½
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	...
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	104¾
Convertible bonds	800,000	7	Jan. & July.	" "	1883	....
Eight per cent. Loan	860,000	8	" "	" "	1874	100½
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	109
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	102½
3d Mortgage	183,000	7	May & Nov.	" "	1875	100
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	91
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	107
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	52
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	95
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1876	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	106
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	89
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100
New Mortgage, free of taxes	3,350,000	6	June & Dec.	"	1898	91½
1st Mortgage (Hazleton)	134,500	6	April & Oct.	"	1872	94
Little Miami:						
1st Mortgage	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	100½
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70-'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69-'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70-'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80-'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99
$400,000 Loan	307,700	6	June & Dec.	"	'70-'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	95½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	78¾
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	117
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99⅝
2d Mortgage	2,693,000	7	" "	" "	1877	96
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	93½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	83
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	96
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	86
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,300,000	989,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage for $2,500,000	$.....	8*	May & Nov.	New York.	1900	95
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	99
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94	....
2d Mortgage	792,050	6	" "	" "	'71-'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75-'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1883	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	89
Bonds for real estate	162,000	6	" "	" "	1883	86
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	....
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	88
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	91½
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	97
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73-'79	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110 500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	82½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	66
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	93
Chattel Mortgage	360,000	10	April & Oct.	"	1887	113
2d Mortgage	276,500	7	May & Nov.	"	18—	96
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	93
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	99
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	95½
3d Mortgage (B. & O. R. R. Co.)	140,000				1885	91

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						....
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						....
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	103
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	97½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	86½
Oil Creek and Allegheny River:						....
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	82
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	97¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74⅝
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	84
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	79
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						....
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	
Oswego and Rome.						....
1st Mort. guar. by R. W. & O.	350,000	7	May & Nov.	New York.	1916	
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						....
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						...
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	96⅝
St. Louis Loan	700,000	6	" "	" "	'71-'73	
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	....
Panama:						97½
1st *Mortgage*, Sterling	93,847	7*	April & Oct.	London.	1875	
2d *Mortgage*, Sterling	740,959	7*	Feb. & Aug.	"	1872	....
General Mortgage, Sterling	2,899,330	7*	April & Oct.	"	1897	....
Paterson and Newark:						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York	1888	
Pemberton and Hightstown:						....
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	
Peninsular (Michigan):						....
1st Mortgage for $16,000 per m.	855,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101¼
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	102¼
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	96½
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						....
1st Mortgage guaranteed	2,697,000	7	June & Dec.	Philadelphia.	18—	92½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						....
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	
Peoria, Pekin and Jacksonville:						....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	
Perkiomen:						....
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	76
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	
Philadelphia and Baltimore Cent.:						....
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	
Philadelphia and Erie:						....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage (General)	5,000,000	6	" "	"	1881	93
2d Mortgage	4,000,000	6	" "	"	1901	85⅞
3d Mortgage for $3,000,000	600 000	7	Jan. & July.	"	1885	87⅞
Philadelphia, Germant. & Norist:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading.						
Bonds of 1870	2,625,000	7	Jan. & July.	Philadelphia.	1890	
Bonds of 1861	100,000	6	Jan. & July.	"	1871	....
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	....
Bonds of 1857, convertible	143,500	6	" "	"	1886	96⅝
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	98½
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	1,121,000	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,700,000	7	" "	Philadelphia.	1893	105½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	
Philadelphia, Wilmington & Balt.:						....
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93¾
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	94
Bonds of 1867	945,000	6	" "	"	1887	94
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	
Pittsburg and Connellsville:						....
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	....
Port Huron and Lake Michigan:						90
1st Mortgage for $16,000 p.m.	505,000	7*	May & Nov.	N. Y. & Lond.	1899	
Potsdam and Watert. (R.W. & O.)						
1st Mortgage guaranteed	511,500	7	June & Dec.	New York.	'69-'74	

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	90
Consolidated Bonds	300,000	6	" "	"	1895	...
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92¾
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	82
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	....
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	74½
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	180,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	92
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	200
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	55
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107⅝
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1898	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	90½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	85
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	71
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	86½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	92½
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98½
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	...
Funded Coupons	860,000	7	" "	" "	1875	...
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	....
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.:)						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912⅔	2,612,944	5*	Jan. & July.	London.	'71–'85	....
Sterling Bonds £59,031⅓	262,366	5*	" "	Charleston.	'71–'85	....
Domestic Bonds	418,010	6	" "	"	'73–'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69–'72	...
Domestic Bonds	353,500	7	Jan. & July.	"	'88–'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000		April & Oct.	Boston.	1880	90
South Side, Va.:		6				
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70–'75	....
3d Mort. (for City Point R. R.).	175,000	6	" "	"	'65–'68	....
4th Mortgage	317,000	6	" "	"	'70–'72	....
Consol. Mortgage	.....	8	" "	New York.	'84–'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	89½
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75–'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	1876	86½
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	96
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	82
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	83
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	68
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	78½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	82½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	...
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95–'99	79
2d Mortgage (Gov. subsidy)	27,236,512	6	" "	" "	'95–'99	....
Land Grant bonds for 10,000,000	9,856,000	7	April & Oct.	N.Y.&Boston	'87–'89	70½
Income bonds	10,000,000	10	Mar. & Sept.	Boston.	'72–'74	67
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	" "	'95–'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71–'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	...
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87⅞
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77–'89	102¾
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	83
2d Mortgage	23,500	6	" "	" "	1868	74
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	....
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	82
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	97
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	90
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Consolidated mort. for $1,000,000	317,500	7	April & Oct.	"	1899	97½
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	101
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	93
1st Mortgage unendorsed	400,000	6	" "	"	1890	77
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	88½
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	81
New Preferred mortgage	600,000	6	.....	.....	....	....
Western Pacific:						
1st mortgage	2,735,000	6*	May & Nov.	New York.	1899	....
Government Lien	1,970,000	6	.....	.....	....	....
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	81½
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90–'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	676,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89½
York and Cumberland (N. Cent.)						
3d Mortgage	500,000	6	May & Nov.	Baltimore.	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	85
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania.						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Lehigh Coal and Navigation:						
1st Loan	136,913	6	J A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,100	6	" "	"	1884	85½
3d Loan	2,000,000	6	" "	"	1897	91
Gold Loan	2,000,000	6*	.....	"	1894	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,496,879	6	" "	"	1877	78½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	83½
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	77
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	75½
Improvement Loan	1,601,670	6	May & Nov.	"	1876	70
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	48
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	75

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1869	37.0	—	0.5	—	1	1	—	16	Adirondac ..... New York	2,146,579	*			4,183,000	915,000	1,205,943	—	25.0	21,132	259,735	254,295	35,511	1,583	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	—	—	—	—	Alabama and Chattanooga..... Alabama.	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1869	142.0	—	13.2	—	21	24	7	383	Albany and Susquehanna ¶ ... New York.	7,185,162	*			2,149,200	4,175,000	.....	.....	142.0	421,816	9,214,589	7,620,858	697,846	237,353	—	100	87½
Jan. 31, 1870	132.0	—	23.0	48.0	32	19	5	425	Allegheny Valley..... Pennsylvania.	7,913,532	*			2,169,550	7,550,564	531,114	.....	132.0	.....	.....	.....	1,204,777	510,925	—	50	....
Jun. 30, 1869	26.5	5.0	4.9	—	7	10	3	115	Androscoggin ..... Maine.	800,000	*			—	425,000	—	—	68.0	118,080	.....	.....	195,477	57,110	—	100	....
Nov. 30, 1869	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—			246,018	150,000	—	—	—	(Leased	to Cheshir	e.)	—	7,500	—	100	....
Jun. 30, 1869	86.7	—	8.3	—	14	6	5	94	Atlanta and West Point ..... Alabama.	1,200,235	*	47,943	89,913	1,232,200	47,000	12,811	46,381	86.7	.....	.....	.....	362,666	119,162	8	100	95
Jun. 30, 1869	387.3	38.2	90.0	—	156	88	36	3,270	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	29,999,000	—	—	505.7	3,844,135	42,652,418	319,717,106	5,098,367	737,188	—	50	....
Dec. 31, 1869	237.0	48.7	15.0	—	21	16	31	207	Atlantic and Gulf ¶ ..... Georgia.	5,785,183	*	.....	.....	3,940,489	2,000,000	.....	—	285.7	461,575	.....	—	784,340	274,532	—	100	79½
May 31, 1869	95.0	—	5.0	—	9	6	3	68	Atlantic and North Carolina ¶. N. Carolina.	2,178,960	*	.....	.....	1,795,225	200,000	102,991	81,558	95.0	.....	.....	.....	106,801	22,608	4	100	....
Dec. 31, 1869	149.0	1.5	15.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,087	*	.....	.....	2,494,900	3,483,992	—	—	—	(Leased	& oper. by	Grand Tr	unk of C	anada.)	4	100	....
Sept. 30, 1869	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,345	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	498,333	44,213	30,123	4,891	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	315	149	136	5,153	Baltimore and Ohio ¶ .... Md. & W. Va.	24,186,268	5,026,461	16,190,943	711,871	16,267,862	8,751,750	734,[illegible]	20,361,676	379.6	6,640,721	.....	.....	8,724,916	2,968,809	8	100	137
Sept. 30, 1869	30.0	—	....	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	377,661	.....	1,650,000	20,000	.....	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	125
Sept. 30, 1869	103.5	—	....	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	1,158,572	—	100	....
Dec. 31, 1869	26.0	20.0	11.0	200.0	8	2	1	822	*Bay de Noquet and Marquette*.... Michigan.	1,791,776	*	289,895	31,571	1,451,000	125,000	173,651	563,611	40.0	119,434	.....	.....	513,355	—	100	4
Dec. 31, 1869	67.0	—	8.0	—	23	20	6	863	Belvidere Delaware ..... New Jersey.	3,946,852	*	.....	.....	995,800	2,244,500	902,636	—	79.0	298,128	.....	.....	848,881	270,251	—	100	....
Dec. 31, 1869	59.0	—	5.0	—	4	3	3	40	Bennington and Rutland ..... Vermont.	1,125,000	*	.....	.....	332,000	700,000	.....	.....	59.0	(Operat	ed by Bon	dholders.	—No ret	urns.)	—	100	....
Sept. 30, 1870	21.2	—	—	—	—	—	—	—	Berkshire..... Massachusetts.	600,000	.....	.....	.....	600,000	—	—	—	—	—	—	—	42,000	42,000	7	100	75
Sept. 30, 1869	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Br	ook Coal	Co.)	—	7	100	....
Sept. 30, 1870	200.4	49.6	288.5	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	3,546,638	751 902	19,154,800	1,764,520	2,488,621	2,390,506	268.6	2,877,540	78,808,929	148,891,491	5,758,987	1,880 314	10	100	155
Sept. 30, 1870	42.9	....	7.0	—	13	17	10	226	Boston, Clinton and Fitchburg ..... Mass	1,601,018	*	100,000	68,780	872,600	800,500	.....	30,842	64.2	186,039	9,486,106	4,854,350	286,280	56,416	6	100	70¾
Mar. 31, 1869	93.5	30.8	9.2	—	17	18	14	300	Boston, Concord and Montreal ..... N. H.	2,850,000	*	367,397	131,750	1,800,000	1,050,000	15,624	455,099	124.3	.....	7,510,140	4,187,460	524,564	135,263	6	100	75½
Sept. 30, 1870	112.5	—	15.8	....	23	25	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	...	.....	.....	.....	.....	.....	.....	.....	172.5	396,556	11,603,003	5,936,796	470,732	110,948	—	100	1½
Sept. 30, 1870	26.7	10.8	19.0	—	32	38	18	780	Boston and Lowell..... Mass.	2,653,300	*	618,198	529,882	2,215,000	255,000	384,844	748,876	46.5	500,671	16,693,212	11,555,111	934,754	172,693	8	100	138½
Sept. 30, 1870	74.3	8.5	64.3	—	46	80	24	1,183	Boston and Maine.... Mass., N. H. & Me.	5,171,995	*	285,631	16,623	4,471,274	—	—	1,000,972	144.0	849,632	44,032,919	13,399,312	1,563,6 8	511,551	10	100	150½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,700,000	*	504,422	.....	3,700,000	—	—	504,422	63.0	454,853	22 6.6,449	12,499,876	1,049,125	278,807	10	100	151
Sept. 30, 1869	26.0	—	2.0	....	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased to E	rie.)	—	—	—	100	....
Sept. 30, 1869	43.2	—	1.0	—	6	6	5	33	Buff., Corry and Pittsb.... N. Y. & Penn.	1,446,988	*	.....	.....	428,717	700,000	.....	.....	87 2	121,957	.....	.....	225,909	920	—	100	....
Oct. 31, 1869	88.0	—	43.0	—	47	31	16	1,057	Buffalo and Erie..... N. Y. & Penn.	7,008,901	*	.....	.....	6,000,000	4,000,000	.....	.....	88.0	989,627	.....	.....	1,888,268	802,754	8	100	....
Dec. 31, 1869	161.2	2.1	10.1	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	8,000,780	.....	.....	.....	.....	.....	.....	.....	—	(Leased	& oper. by	GrandTru	nk of Ca.)	96,338	—	100	....
Sept. 30, 1869	142.0	—	13.0	—	28	32	9	428	Buffalo, New York and Erie.. New York.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and opera	ted by Er	ie.)		7	100	....
Sept. 30, 1869	16.0	—	1.0	101.0	2	1	—	16	Buffalo and Washington ... Penn. & N. Y.	526,127	*	.....	.....	428,472	.....	.....	.....	1.60	28,606	664,730	.....	49,175	14,867	—	100	....
Dec. 31, 1869	100.0	—	3.9	170.0	5	2	2	140	Burl., Cedar Rapids and Minnesota. Iowa.	3,000,000	500,000	.....	.....	2,500,000	1,500,000	.....	.....	—	(No ret	trns 100 m	iles recent	ly comple	ted.)	—	100	....
Apr. 30, 1869	279.0	—	27.9	42.0	35	14	10	610	*Burlington and Missouri River*..... Iowa.	12,190,000	*	.....	.....	1,633,000	9,957,000	.....	.....	279.0	.....	.....	.....	921,467	527,627	—	100	93
Dec. 31, 1869	61.2	31.1	103.7	—	128	193	40	1,090	Camden and Amboy..... New Jersey.	12,361,557	*	.....	.....	5,000,000	9,751,335	.....	.....	92.3	.....	.....	.....	4,229,064	1,257,425	10	100	116⅝
Dec. 31, 1869	60.2	—	3.1	—	8	31	5	86	Camden and Atlantic..... New Jersey.	2,093,159	*	.....	.....	1,120,805	995,000	.....	.....	60.2	.....	.....	.....	320,677	124,583	—	100	15
Dec. 31, 1869	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	712,362	—	.....	.....	332,925	300,000	.....	.....	—	(Leased	& oper. by	Camd &	Amboy.)	42,447	3	100	....
Sept. 30, 1870	64.8	1.4	3.0	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	42,269	64,078	915,577	125,000	.....	.....	66.2	114,150	4,361,482	1,159,260	212,924	92,010	5	100	70
Dec. 31, 1869	41.4	—	3.7	—	—	—	—	—	Cape May and Millville..... New Jersey.	809,380	—	—	—	447,000	200,000	202,205	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	88
Oct. 31, 1869	20.0	4.0	8.0	—	6	3	2	218	Catasauqua and Fogelsville..... Penn.	738,854	*	.....	.....	426,900	—	—	—	34.0	85,576	.....	.....	159,265	69,591	6	25	....
Oct. 31, 1869	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	—	—	3,359,500	445,350	—	—	67.5	307,310	—	—	625,132	178,342	—	50	20
Sept. 30, 1869	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	to Dela., L	. and W.)	54,000	.....	9	100	....
Dec. 31, 1869	81.0	—	2.3	....	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,402,000	—	—	.....	1,701,000	1,701,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1869	271.6	2.5	28.4	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	15,000,000	—	—	.....	8,000,000	7,620,000	.....	.....	—	(Leased	and oper.	by Chic. a	nd N.W.)	475,300	—	100	....
Nov. 30 1869	192.0	—	25.9	—	52	50	23	656	Central of Georgia..... Georgia.	4,703,877	*	.....	.....	4,666,800	786,000	.....	.....	284.0	974,915	.....	.....	2,247,920	818,660	10	100	122
Dec 31, 1869	64.0	10.0	102.7	—	107	104	15	1,597	Central of New Jersey..... New Jersey.	10,871,242	*	docks,&c	.....	15,000,000	3,400,000	.....	.....	74.0	.....	.....	.....	4,010,122	1,367,958	—	100	104
Jun. 30, 1869	137.0	—	25.3	—	44	23	25	667	Central Ohio..... Ohio.	5,505,935	*	.....	—	3,000,000	2,500,000	.....	.....	137.0	553,750	9,985,213	16,515[illegible]95	970,890	49,521	3½	100	26
Dec. 31, 1869	742.0	120 0	74.2	—	147	144	25	1,561	*Central Pacific*..... California.	97,094,922	*	.....	.....	40,097,290	58,905,777	.....	.....	742 0	2,869,227	.....	.....	5,670,822	2,677,299	—	100	....
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0		(N	o returns.)			—	100	....
Dec. 31, 1869	194.6	—	13.2	—	18	10	5	136	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,722,075	*	224,738	200,067	2,558,178	1,204,117	725,856	656,732	194.6	.....	.....	.....	403,785	177,249	—	100	....
Sept. 30, 1869	17.4	—	12.5	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Leased	to Erie &	N.Centrl.)	30,000	.....	6	100	....
Aug. 31, 1869	40.0	—	3.1	—	2	1	2	....	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	291,222	225,000	.....	.....	40.0	.....	.....	.....	42,760	18,648	—	100	....
Sept. 30, 1869	227.0	—	27.9	200.0	28	13	13	217	Chesapeake and Ohio..... Va. & W. Va.	11,955,948	*	.....	.....	.....	3,288,692	.....	.....	—		(No retur	ns publish	ed.)		—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	7	405	Cheshire..... New Hampshire.	2,689,307	*	313,665	58,825	2,085,925	807,000	.....	103,754	53.6	468,288	3,844,808	15 070,527	617,754	84,472	2	100	....
Oct. 31, 1869	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	—	—	871,900	500,000	437,500	—	—	(Leased	to Phila. a	nd Read.)	101,714	2,331	—	50	6½
Dec. 31, 1869	280.0	—	32.7	—	108	52	21	2,038	Chicago and Alton ..... Illinois.	11,587,040	*	749,862	257,688	7,570,472	3,856,000	1,116,697	51,421	441.0	2,543,397	.....	.....	4,681,563	2,004,970	10	100	116
Apr. 30, 1870	307 0	296 2	141.0	—	153	70	35	3,314	Chicago, Burlington and Quincy.. Illinois.	16,699 340	4,246,222	2,387,163	961,621	16,590,210	4,649,750	739,862	2,044,524	603.2	3,671,295	52,555,532	147,409,207	6,621,773	2,604,594	10	100	153½
Dec 31, 1869	73.0	—	3.7	30.0	5	4	2	121	Chicago, Cincinnati and Louisville ... Ind.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	73.0		(N	o returns.)		.....	—	100	...
May 31, 1870	81.3	1 1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska ..... Iowa.	5,000,000	—	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	and oper. b	y Chic. a	nd N.W.)	557,950	10	100	119½
May 31, 1870	803.1	—	166.8	—	259	164	110	5,989	Chicago and N. West'n. Ill., Wis. & Mich.	50,048,813	*	1,605,222	.....	35,046,923	15,147,900	917,789	541,424	1,156.0	5,913,288	115,457,459	364,747,240	12,555,428	3,478,419	9	100	75
Mar. 31, 1870	493.0	50.5	98.0	—	133	62	26	3,127	Chicago, Rock Island & Pacific. Ill. & Iowa.	25,025,906	*	262,682	1,044 797	16,000,000	8,787 643	76,975	2,068,767	590.0	3,227,404	44,017,275	130,683,871	5,995,266	2,413,475	8½	100	107½
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	.....	.....	.....	.....	500,000	500,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	60.1	—	60.9	—	33	31	13	483	Cincinnati, Hamilton and Dayton... Ohio.	3,974,405	995,751	560,515	707,503	3,509,000	2,032,000	339,249	375,925	60.1	498,270	.....	.....	1,191,457	611,493	9	100	75
Jun. 30, 1869	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana..... Ohio & Ind.	1,894,477	—	.....	.....	500,000	1,500,000	—	—	27.2	153,550	2,500,000	5,650,000	233,567	107,933	10	100	....
Dec. 31, 1869	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee..... Ky.	1,000,000	*	—	—	1,000,000	—	—	—	—	(Leased	and oper. b	y Kentuc	ky Centra	l.)	—	100	....
Jun. 30, 1869	98.0	25.0	56.2	—	16	12	5	244	Cin. and Indianapolis Junction.. O. & Ind.	5,805,062	*	.....	.....	3,027,450	2,033,000	776,398	—	98.0	251,442	2,853,280	2,052,740	221,949	8,268	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville..... Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Ci	n.and Laf.	54,000	54,000	—	100	....
Mar. 31, 1870	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	.....	82,810	382,600	625,000	22,395	—	42.0	.....	.....	.....	105,752	28,305	—	100	....
Jun. 30, 1869	155.0	16.0	19.7	—	25	24	12	251	Cincinnati, Sandusky & Cleveland.. Ohio.	5,700,00	*	107,865	167,865	3,186,396	2,401,056	155,465	232,212	191.0	559,259	.....	.....	795,469	145,405	—	100	24½
Jun. 30, 1869	132.1	—	9 0	—	16	11	6	227	Cincinnati and Zanesville..... Ohio.	2,969,361	*	.....	.....	1,662,361	1,300,000	.....	.....	132.1	252,505	2 641,280	5,444,455	346,181	46,046	—	100	....

Dec. 31, 1869	340.5	49.9	61 7	—	83	47	22	1,435	Cleveland, Col. Cin. & Ind...Ohio & Ind.	11,936,146	*	...	...	...	11,620,000	1,997,000	...	...	390.4	2,155,245	29,770,918	95,136,650	2,962,614	929 384	7	100	83
Jun. 30, 1869	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning .....Ohio	2,922,345	397,981	...	...	...	2,056,750	1,652,100	...	...	—	(Leased	to Atl. &	Gt. Weste	rn.)	...	8	100	....
Oct. 31, 1869	167.0	32.0	49.0	—	74	34	20	1,522	Cleveland and Pittsburg....Ohio & Penn.	8,450,515	2,283,265	...	...	...	6,300,475	3,883,500	...	610,497	225.0	1,665,141	...	...	2,383,670	908,306	8	50	104½
Jun. 30, 1869	588.0	12.5	67.9	—	135	76	28	1,691	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	33,539,369	*	...	...	...	13,000,000	18,814,000	1,725,369	...	588.0	3,655,909	35,605,620	41,064,199	3,529.411	262,452	—	100	18½
Jun. 30, 1869	54.5	—	13.0	—	—	—	—	—	Columbus and Xenia.....Ohio.	2,034,200	—	...	...	...	1,786,200	248,000	...	...	—	(Leased	& operate	d by Little	Miami.)	...	6½	100	....
Mar. 31, 1869	35.0	7.0	47.0	—	31	27	12	486	Concord.....New Hampshire.	1,500,000	*	138,029	92,610	1,500,000	—	75,000	155,639	119.5	544,126	9,898,097	14,984,458	806,150	153,165	10	50	159
Mar. 31, 1869	27.0	—	2.3	26.0	2	4	—	51	Concord and Claremont.New Hampshire.	698,258	*	...	...	595,587	374,500	300,000	...	27.0	39,460	556,055	361,137	75,430	27,338	—	100	....
Mar. 31, 1869	41.0	—	3.2	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—	...	...	350,000	—	—	...	—	(Leased	and operat	ed by Con	cord.)	25,000	7	100	120
May 31, 1869	110.3	—	12.0	—	13	11	7	334	Connecticut and Passump. Riv..Vermont.	2,996,181	*	11,573	153,938	2,087,883	795,000	208,879	68,929	110.3	190,409	3,747,271	4,799,290	529,347	192,184	6	100	85½
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River .....Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000	—	13,147	53.4	306,976	8,923,930	6,780,348	649,196	202,840	10	100	139
Oct. 31. 1869	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	215,000	...	1,278,300	1,000,000	...	—	—	(Leased	to Phila.	& Trent.)	—	—	—	50	....
Mar. 31, 1869	14.6	—	1.1	—	...	...	...	...	Contoocook River .....New Hampshire.	257,000	—	...	...	200,000	30,000	...	—	14.6	(Oper.	by Northe	rn N. H.)	38,458	15,931	—	100	....
Dec. 31, 1869	34.0	—	19.0	—	23	5	1	420	Cumberland and Pennsylvania.Maryland.	3,300,000	*	...	...	1,500,000	3,443,000	...	—	34.0	337,200	...	...	791,953	75,118	—	50	....
Oct. 31, 1869	74.0	—	11.0	—	16	14	6	232	Cumberland Valley.....Penn. & Md.	1,492,204	*	110,000	...	1,316,900	352,300	...	—	74.0	226,576	...	...	523,993	143,479	8	50	110
Dec. 31, 1870	23.8	4.0	4.0	—	6	6	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	11,200	26,391	400,000	300,000	—	6,454	28.0	93,222	1,549,669	939,324	175,444	82,163	16	50	100
Oct. 31, 1869	14.0	—	1.0	37.0	2	2	1	12	Danv., Hazleton & Urbana.....Penn.	313,910	15,600	300,000	...	413,150	510,000	...	...	—	(N	ot yet in o	peration.)			—	100	....
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin..Ill.	5,000,000	*	—	—	3,000,000	2,000,000	...	...	—	(U	nder cons	truction.)	...	...	—	100	....
Mar. 31, 1870	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,857,058	667,268	...	261,099	2,393,140	4,278,300	112,579	—	141.4	...	...	...	1,061,856	421,277	—	100	....
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union .....Ohio.	599,684	*	...	...	76,000	527,449	12,768	...	31.8	76,128	72,188	60,571	118,420	17,479	—	100	....
Jun. 30, 1869	42.0	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	870,000	—	...	...	309,276	715,000	...	...	—	(Leas. &	oper. by L'	tleMiami.)	loss.	42,652	—	100	....
Oct. 31, 1869	84.5	28.0	4.9	—	—	—	—	—	Delaware.....Delaware.	1,826,018	...	...	...	891,206	892,750	...	...	—	[Leased	and oper.	by Phila.,	Wilm. an	d Balt.]	6	100	....
Oct. 31, 1869	113.0	—	102.0	—	103	19	9	4,155	Delaware, Lack. and Western.....Penn.	11,250,000	3,250,000	...	...	14,100,600	3,308,000	2,190,000	...	253.4	1,820,253	...	...	2,417,324	637,845	10	50	104½
Dec. 31, 1869	235.0	—	16.0	12.0	25	16	10	515	Des Moines Valley.....Iowa.	8,182,500	*	...	...	3,872,500	4,310,000	...	...	184.0	...	...	...	830,241	365.392	—	100	....
Dec. 31, 1869	189.0	—	19.0	—	34	36	21	524	Detroit and Milwaukee.....Michigan.	11,467,220	*	111,386	186,778	2,547,350	6,825,048	2,341,923	104,063	189.0	614,243	...	...	1,615,618	666,267	—	100	....
Nov. 30, 1869	28.5	—	1.7	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	...	...	...	480,000	...	...	...	—	(Leased	and opera	ted by Bo	ston & M	aine.)	6	100	....
Dec. 31, 1869	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	—	(Leased	& oper. by	Ill. Centr.)	1,290,589	...	7	100	89
Dec. 31, 1869	55.8	—	22.5	—	4	2	3	67	Dubuque South Western.....Iowa.	1,550,000	*	...	...	1,000,000	550,000	...	...	79.0	...	...	...	188,832	...	—	100	....
Sept 30, 1869	41.0	—	—	—	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	407,000	...	...	...	280,000	...	...	...	—	(I	n progres	s.)			—	100	....
Sept. 30, 1869	43.0	—	0.6	15.0	—	—	—	—	Dutchess and Columbia Counties...N. Y.	1,700,000	—	...	...	700,000	1,000,000	...	...	—	(Leased	to Boston,	Hart.&Fis	hkill.)		—	100	....
Oct. 31, 1869	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,806	—	2,500	...	89,800	175,000	2,000	...	—	(Leased	to Pennsy	lvania.)			—	50	....
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶.....Massachusetts.	5,734,862	847,314	654,386	382,402	4,037,800	2,900,400	450,200	198,222	144.4	959,318	57,357,609	8,896,106	1,675,238	529,914	8	100	120⅝
Dec. 31, 1869	38.5	—	1.9	—	—	—	—	—	Eastern Shore ¶ .....Maryland.	850,000	—	...	...	280,000	570,000	...	...	—	(Leased	and oper.	by Phila.,	Wilm. an	d Balt.)	—	100	....
Oct. 31, 1869	7.5	—	3.5	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	...	...	392,550	—	...	...	—	(Leased	to Phila.	& Readin	g.)	...	6	50	....
Oct. 31, 1869	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,472,599	...	...	...	1,309,200	495,900	...	...	—	(Leased	to Phila.	& Readin	g.)	...	7	50	84
Jun. 30, 1870	240.0	30.0	17.9	—	39	21	7	530	East Tenn. Va., & Georgia ¶..Tenn. & Ga.	9,164,694	*	125,522	486,828	1,969,524	4,019,056	1,235,506	1,552,958	270.0	...	...	...	1,278,864	562,682	—	100	....
Jun. 30, 1870	—	—	—	—	—	—	—	—	East Tennessee and Virginia ¶.....Tenn.	...	...	...	...	(Consolid	ated in t	he East	Tennesse	e,Virg	inia and	Georgia.)	...	...	...	—	—	....
Oct. 31, 1869	48.0	—	2.6	—	5	5	1	57	Edgefield and Kentucky ¶.....Tenn.	...	...	...	...	...	...	...	(Oper. by	Evan	sville, H	enderson	& Nashv.)	...	...	—	100	....
Sept. 30, 1869	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	—	...	...	500,000	...	...	...	—	(Leased	to Northe	n Central.)	25,000	25,000	5	100	....
Oct. 31, 1869	78.0	—	15.2	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,268,000	352,000	—	—	1,000,000	1,620,000	—	—	—	(Leased	to Northe	rn Cent.)	562,933	loss.	5	50	56
Sept. 30, 1869	459.0	386.7	431.2	—	404	267	71	7,447	Erie.....New Jersey, N. York & Pa.	57,164,421	7,440,575	...	...	78,536,910	23,328,800	...	...	845.7	7,761,579	128,455,158	817,829,190	16,721,500	2 179,395	—	100	21¼
Oct. 31, 1869	83 7	3.2	17.1	—	22	11	4	715	Erie and Pittsburg.....Pennsylvania.	2,634,232	1,045,893	545,000	...	999,600	2,577,590	...	57,809	101.2	484,530	...	...	824,611	383,028	—	50	....
Dec. 31, 1869	58.0	—	5.0	52.0	5	5	1	92	European and North American ¶..Maine.	2,094,883	148,659	...	...	...	3,000,000	...	...	—	58,493	...	...	129,726	56,195	—	100	....
Jun. 30, 1869	108.0	32.0	15.2	....	14	18	9	115	European and N. American ¶.N. Brunsw.	4,674,808	*	...	...	[Owned	by Domi	nion of	Canada.]	140.0	185,967	4,332,715	3,667,494	182,795	56,646	—	100	....
Jun. 30, 1869	23.5	—	....	5.45	...	...	...	....	Europ. & N. American W. Div.N.Bruns.	1,743,037	*	...	...	803,750	1,853,907	18,001	...	—	(No	t in comp	lete opera	tion.)		—	100	....
Aug. 30, 1870	100.0	23.0	12.0	....	15	12	5	201	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	46,366	51,600	1,144,053	1,185,000	36,564	522,377	132.0	306,838	...	...	516,804	166,699	—	100	....
Dec. 31, 1868	63.0	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville.Ky.	...	...	...	...	...	...	...	...	64.0	...	...	...	...	...	—	100	....
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence..R. I.	330,089	—	21,759	208	150,000	238,450	17,000	...	5.8	10,881	398,465	...	29,687	6,815	—	100	....
Oct. 31, 1869	12.7	—	0.5	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	...	...	90,000	—	...	60	—	(Leased	to Pittsbu	rg and Co	nnellsvill	e.)	7½	50	....
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg .....Massachusetts.	3,189,851	350,149	256,425	306,374	3,540,000	...	...	547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	136½
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Flemington.....New Jersey.	375,000	—	...	...	150,000	100,000	100,000	...	—	(Oper. b	y Belvide	re Delaw	are.)	...	—	100	....
Dec. 31, 1869	77.0	—	....	112.5	14	13	7	159	*Flint and Pere Marquette*.....Michigan.	2,299,094	*	173,876	1.149,692	1,099,100	1,867,500	441,208	124,854	90.0	208,113	...	...	466,737	232,707	—	100	....
Dec. 31, 1869	154.0	—	3.1	—	7	—	—	82	*Florida*.....Florida.	5,300,000	*	...	...	3,000,000	2,300,000	...	...	154.0	...	...	...	...	...	—	100	....
Feb. 28, 1870	56.0	—	2.5	44.0	4	3	2	60	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,300,000	*	...	...	800,000	1,500,000	...	...	—	(Not i	n complet	e operatio	n.)	...	—	100	....
Dec. 31, 1869	17.0	—	12.5	—	3	3	—	22	Freehold & Jamesburg Agricultural..N.J.	200,866	30,061	99,266	...	230,845	—	99,266	...	23.0	12,800	...	...	69,807	2,038	3	100	....
Dec. 31, 1869	50.3	1.7	3.2	—	7	8	2	91	Galveston, Houston & Henderson.Texas.	...	...	...	...	...	575,000	...	...	52.0	[Operat	ed by Rec	eiver.]	...	...	—	100	....
Mar. 31, 1870	171.0	61.0	16.1	—	45	23	10	503	Georgia.....Georgia.	4,156,000	*	1,283,369	595,509	4,156,000	615,500	388,618	886,260	232.0	801,823	...	...	1,352,029	501,897	8	100	109
Dec. 31, 1869	40.0	—	....	280.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	...	...	...	...	...	...	...	...	40.0	[In prog	ress and n	o part in c	ompl'te o	pera'n.]	—	100	....
Dec. 31, 1869	94.0	—	6.5	—	—	—	—	—	Grand River Valley.....Michigan.	3,000,000	...	...	...	1,000,000	1,000,000	...	...	—	[Owned	and ope..	y Mich.Ce	n.since A	pl.1870.]	—	100	....
Jun. 30, 1869	854.0	197.0	106.7	—	323	219	85	4,061	Grand Trunk ¶ .....Canada.	90,720,865	*	...	...	...	...	...	—	1,380.0	7,071,893	...	...	7,153,924	1,607,631	—	100	....
July 31, 1869	229.0	105.5	132.0	—	99	146	45	1,829	Great Western ¶.....Canada.	25,027,287	*	1,968,348	877,019	18,202,126	8,656,415	733,218	280,895	334.5	2,676,393	...	...	3,934,114	1,780,516	4	100	....
Sept. 30, 1869	143.2	21.0	4.5	—	27	14	2	85	Greenville and Columbia ¶ ...S. Carolina.	3,081,213	*	80,495	...	1,510,374	1,902,157	...	...	164.2	125,000	...	...	365,528	146,211	—	100	....
Aug 31, 1869	207.0	68.0	22.0	—	80	27	14	701	*Hannibal and St. Joseph* ¶.....Missouri.	17,947,073	*	...	—	8,000,000	8,938,000	1,009,073	...	275 0	...	...	...	2,941,997	...	—	100	83½
Oct. 31, 1869	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	...	—	...	1,182,550	700,000	—	23,069	—	(Leased	to Pennsy	lvania.)	...	...	7	50	112½
Nov. 30, 1869	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven....Connecticut.	3,407,285	—	...	...	3,300,000	927,000	...	—	74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	165
Dec. 31, 1869	122.4	7.7	15.4	—	24	30	16	302	Hartford, Prov. and Fishkill.Conn. & R. I.	4,704,866	*	...	...	2,037,939	2,055,500	...	—	130.1	470,699	13,592,276	5,172,157	848,563	79,028	—	100	....
Oct. 31, 1869	32.0	—	1.3	44.0	3	2	1	13	Hempfield.....W. Va. & Penn.	1,616,459	41,340	104,900	...	1,809,585	500,000	100,000	...	32.0	20,800	...	...	60,495	3,008	—	100	....
Dec. 31, 1869	74.0	—	8.9	—	12	14	6	246	Housatonic .....Connecticut.	2,105,558	*	151,843	310,624	2 000,000	291,000	123,768	153,257	119.8	...	...	...	743,808	166,231	—	100	....
Dec. 31, 1869	144.0	38.0	7.2	323.0	18	12	10	340	Houston and Texas Central ¶.....Texas.	5,600,000	*	...	...	3,000,000	2,600,000	...	...	125.0	...	...	...	1,040,400	601,933	—	100	....
Dec. 31, 1869	50.0	—	3.7	48.0	2	2	1	21	Houston Tap and Brazoria.....Texas.	...	...	...	...	...	...	...	...	50.0	[Is bein	g continue	d to Whar	ton Color	'do Riv.]	—	100	....
Sept. 30, 1869	144.0	—	170.6	—	86	154	37	1,077	Hudson River .....New York.	19,919,537	*	...	...	16,020,000	4,309,220	...	...	150.0	1,978,880	106,998,815	114,943,123	6,484,967	2,713,490	8	100	....
Oct. 31, 1869	44.0	14.8	12.0	—	15	3	3	58	Huntingdon and Broad Top Mt....Penn.	2,202,174	*	...	...	706,580	1,927,614	...	...	58.8	191,777	...	...	291,564	5,882	—	50	....
Dec. 31, 1869	703.0	—	100.0	—	177	100	41	4,214	*Illinois Central* .....Illinois.	32,785,264	*	9,721,836	1,691,280	25,278,710	8,018,170	10,901,596	...	970.9	5,414,403	53,306,016	253,336,118	8,823,482	3,652,516	10	100	133⅝
Dec. 31, 1869	—	—	—	72.0	50	31	13	806	Indianapolis and St. Louis.....Indiana.	(Road in	progress	.is now o	perating	St. Louis	Alton &	T. H. R.	R.)	194.0	...	...	...	1,774,867	Loss.	—	100	....
Dec. 31, 1869	179.0	110.0	23.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	13,720,057	*	...	...	5,685,497	7,358,931	675,628	—	289.0	1,205,686	...	...	1,921.274	707,492	—	100	7½
Dec. 31, 1869	75.0	—	3.7	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	...	...	...	...	...	...	...	—	75.0	...	...	...	...	...	—	100	....
Dec. 31, 1869	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line..Iowa & Mo.	...	...	...	...	...	...	...	...	—	[Project	ed.]					—	100	....
Jun. 30, 1869	13.0	—	1.2	23.0	3	3	—	14	Iron .....Ohio.	327,795	*	...	...	132,411	35,000	...	—	13.0	24,000	234,368	664,541	73,307	11,855	—	100	....
Oct. 31, 1869	10.0	1.0	4 0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	249,500	...	400,000	130,000	...	—	11.0	...	...	...	32,361	22,727	—	50	....
Dec. 31, 1869	116.0	—	10.7	....	10	10	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,598,023	*	...	87,031	515,465	1,895,000	143,196	131,393	116.0	...	...	...	391,849	212,727	—	100	....
Oct. 31, 1869	43.2	1.5	2.5	13.0	—	—	—	—	Jameston and Franklin.....Penn.	1,765,248	...	35,000	...	603,077	1,000,000	688,228	...	—	(Leased	to Lake S	hore and	Mich. So	uthern.)	—	100	....
Dec. 31, 1869	108.0	52.0	17.2	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	879,833	413,927	2,000,000	3,100,000	587,179	1,632,928	225.0	...	...	...	1,140,099	403,486	—	100	67
Dec. 31, 1869	37.0	—	8.9	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,006,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	and oper.b	y Chicago	& Alton.)		7	100	91
Dec 31, 1869	44.5	—	10.8	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	and oper.b	yMich'gan	Central.)		8	100	....
Oct. 31, 1869	4.6	—	5.3	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	16,472	1,040,193	5,589,807	107,612	49,533	—	100	....
Dec. 31, 1869	487.0	34.0	22.8	143.0	50	35	11	1,025	Kansas Pacific.....Kansas & Col.	...	...	...	...	5,072,500	...	...	...	439.0	963,512	...	...	2,225,850	839,670	—	100	....
Dec. 31, 1869	99.0	—	11.0	—	21	12	16	300	Kentucky Central.....Kentucky.	...	...	...	...	...	1,209,000	[St k sw	amped.]	112.0	...	[Operated	by bondh	olders.]			—	100	....
Dec. 31, 1869	16.0	—	—	37.0	—	—	—	8	Knoxville and Charleston ¶...Tennessee.	...	...	...	...	...	...	...	...	16.0	[No	returns.]				—	100	....
Dec. 31, 1869	31.0	—	1.3	34.0	2	2	1	20	Knoxville and Kentucky ¶....Tennessee.	...	...	...	...	...	...	...	...	31.0	[No	returns.]				—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Oct. 31, 1869	80.0	—	27.5	—	24	9	3	934	Lackawanna and Bloomsburg.....Penn.	3,320,000	550,000	....	....	1,335,000	2,200,000	125,000	....	80.0	576,046	....	....	966,832	356,659	—	50	....
Jun. 30, 1869	37.0	—	3.7	138.0	2	2	1	31	Lake Erie and Louisville ....Ohio & Ind.	905,910	*	810,590	....	1,121,500	500.000	....	—	37.0	29,970	668,490	460,738	57,875	17,670	—	100	....
Oct. 31, 1869	540.0	405.2	229.9	—	41	179	58	5,391	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	42,179,875	7,767,845	....	....	35,000,000	23,313,000	416,552	....	993.9	....	....	....	12.945,598	5,034,071	8	100	94
Dec. 31, 1869	75.0	—	....	79.0	7	5	3	116	Lake Superior and Mississippi.....Minn	(In	progress	and no r	eturns.)	5,000,000	4,500,000	....	....	....	....	....	....	....	....	—	100	....
Oct. 31, 1869	105.0	30.3	61.0	—	53	13	8	3,257	Lehigh and Susquehanna...Pennsylvania.	11,189,397	2,730,366	(Owne	d by Le	high Con	l and Na	vigation	Co.)	150.3	1,286,387	....	....	1,945,598	748,960	—	50	....
Oct. 31, 1869	101.0	98.5	192.4	—	135	30	13	5,938	Lehigh Valley.....Pennsylvania.	13,481,241	4,506,418	....	....	16,060,650	4,573,500	1,943,189	....	209.5	2,226,474	....	....	4,936,591	1,819,315	10	50	120½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	....	241,200	....	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1869	15.0	0.7	....	15.0	4	1	—	206	Lexington and Big Sandy .....Kentucky.	....	....	....	....	....	....	....	....	15.0	....	....	....	....	....	—	—	....
Jun. 30, 1869	84.2	—	47.9	—	—	—	—	—	Little Miami.....Ohio.	3,887,854	—	425,650	....	3,572,400	1,480,000	....	—	(Op	erated by	L. M. and	Col. & X	enia.)	—	100	....
Jun. 30, 1869	119.5	77.0	62.0	—	47	38	20	710	Little Miami and Col. & Xenia (Joint).O.	7,786,469	*	[Leased	Dec. 1. 1	869 to Pb	g Cin.&S	t. L.at$4	80,000p.a.	] 196.5	954,319	22,208,215	35,730,006	1,709,708	562,298	6½	—	....
Oct. 31, 1869	28.3	3.0	24.7	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,146,283	—	915,658	....	2,646,100	795,500	....	....	—	(Leased	to Phila. a	nd Read.)	301,290	242,940	8	50	87
Dec. 31, 1869	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	223,446	*	....	....	178,100	—	112,927	....	9.0	....	....	....	71,601	10,307	—	100	....
Sept. 30, 1869	94.0	29.0	13.0	22.0	21	41	9	234	Long Island.....New York.	4,223,153	401,311	....	....	3,000,000	1,225,000	....	....	123.0	393,404	18,773,860	10,136 200	659,155	Loss.	—	50	67½
Jun. 30, 1870	93.5	77.6	14.7	—	26	22	14	477	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	156,741	50,718	2,472,183	2,595,519	1,235,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	74.0	76	45	29	1,177	Louisville and Nashville...Ky. and Tenn.	13,950,705	*	3,585 951	1,176,690	8,680,912	8,478,000	805,465	748,977	381.6	1,500,947	27,330,015	57,885,740	2,954,659	1,142,113	7	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,275	....	3,675	200,000	67,700	1,523	2,152	....	....	....	....	....	21,786	6	100	....
Oct. 31, 1869	19.6	—	11.0	—	3	—	1	1	Lykens Valley.....Pennsylvania.	600,000	—	20,000	....	600,000	....	....	10,000	—	(Leased	to Summi	t Branch.)	63,996	6,996	10	50	....
Dec. 31, 1869	185.0	10.0	5.0	—	14	8	10	160	Macon and Brunswibk .....Georgia.	(Comple	ted in D	ec. 1869,n	o accou	nts yet p	ublished.	Bonds $	10,000 p.	m ind	orsed by	Georgia.)	....	....	....	—	100	....
Nov. 30, 1869	102.5	—	11.3	—	15	9	8	222	Macon and Western.....Georgia.	2,000,000	*	111,212	123,121	2,000,000	—	49,575	185,648	102.5	294,404	....	....	582,679	220,907	12	100	135
Jun. 30, 1869	34.2	—	7.1	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	*	....	....	....	....	....	....	34.2	....	(Oper. by	State rec	eiver.)	....	—	100	....
Oct. 31, 1869	12.7	26.7	24.5	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,272,344	—	88,070	....	2,035,015	250,000	217,907	....	—	(Leased	to Phila.&	Reading.)	128,589	loss.	—	50	....
Dec. 31, 1869	109.8	—	10.9	—	15	19	11	287	Maine Central ¶.....Maine.	4,121,694	*	212,332	49,500	1,639,800	2,377,480	73,354	292,892	123.8	224,243	....	....	585,638	160,639	—	100	30
Mar. 31, 1869	22.4	—	2.9	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass.	1,000,000	*	72,124	22,999	1,000,000	—	5,609	90,514	26.0	81,204	1,621,977	942,664	132,510	102,110	10	100	137
Mar. 31, 1870	19.0	—	1.6	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	—	....	....	200,000	....	....	....	—	(Owned	& oper. by	Concord.)	....	....	—	100	....
Dec. 31, 1869	190.8	86.0	36.9	—	52	23	13	589	Marietta and Cincinnati.....Ohio.	20,226,979	*	546,245	1,460,595	14,620,866	6,324,395	1,287,819	—	276.8	1,408,000	....	....	1,391,346	147,681	—	50	....
Dec. 31, 1869	44.0	—	2.5	10.0	4	2	1	9	Maryland and Delaware ¶...Md. and Del.	....	....	....	....	....	....	....	....	44.0	....	....	....	....	....	—	100	....
Jun. 30, 1870	272.0	19.0	24.7	—	43	35	11	535	Memphis and Charles.Tenn., Miss. & Ala.	7,501,286	1,245,848	530,814	1,016,329	5,312,725	4,110,937	565,544	139,864	291.0	954,510	....	....	1,549,090	468,661	—	100	38
Jun. 30, 1870	82.6	—	2.9	—	12	6	—	104	Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,000,000	(Oper.	by L. &	Nashv.)	....	1,582,000	99,842	—	82.6	299,091	....	....	408,525	464	—	100	....
Jun. 30, 1870	130.6	—	10.3	—	19	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,528,000	590,810	—	130.6	457,876	3,638 132	....	799,649	98,840	—	100	....
Dec. 31, 1869	15.0	9.0	....	285.0	—	—	—	—	Michigan Air-Line.....Mich., Ind. & Ill.	....	....	....	....	....	....	....	....	—	....	[Under co	nstruction	.]	....	—	100	....
May 31, 1870	284.8	—	57.5	—	100	97	23	1,897	Michigan Central.....Mich., Ind. & Ill.	16,264,716	*	1,266,097	396,180	13,225,848	3,629,989	175,433	895,723	329.3	2,561,902	....	....	4,707,288	1,594,177	10	100	118
Dec. 31, 1869	42.0	23.0	7.9	23.0	11	5	5	192	Midland of Canada.....Canada.	....	....	....	....	....	....	....	....	66.0	....	....	....	....	....	—	100	....
Sept 30, 1869	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	349,361	—	....	....	109,100	215,800	50.966	—	—	(Oper.	by Erie.)	....	44,068	14,434	—	100	....
Dec. 31, 1869	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	113,404	—	....	....	95,750	—	17,654	—	—	(Operat	ed by New	Jersey.)	14,531	4,850	6	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	....	....	17,409,372	17,132,500	....	....	936.0	....	....	....	7,250,668	3,020,786	14s	100	53
Oct. 31, 1869	24.5	58.8	52.3	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	....	....	3,856,450	....	....	....	—	(Leased	to Phila.&	Reading.)	305,282	305,282	8	50	103½
Dec. 31, 1869	33.0	10.0	3.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,520,000	*	....	....	1,200,000	320,000	....	....	43.0	....	....	....	124,638	....	—	100	....
Aug. 31, 1869	236.0	—	13.0	—	40	18	9	24	Mississ. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	....	1,413,012	2,944,756	4,650,980	1,301,933	....	236.0	....	(Southern	R.R. Asso	ciation L	easeess.)	—	100	9
Sept. 30, 1869	99.2	—	4.9	—	10	9	5	94	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	1,364,215	229,444	825,407	2,145,000	347,649	572,632	99.2	204,266	....	....	385,975	152,223	—	100	....
May 31, 1869	83.5	—	4.5	144.5	6	4	2	64	*Mobile and Girard*.....Alabama.	1,294,430	150,766	284,206	85,468	1,232,728	531,500	50,643	—	83.5	....	....	....	131,376	27,270	—	100	....
Dec. 31, 1869	472.0	14.5	....	—	69	32	10	799	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,145	*	302,092	107,083	4,371,859	10,083,643	760,359	5,377,423	486.5	1,198,630	....	....	2,115,287	759,758	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	34	Montgomery and Eufala.....Alabama.	1,031,964	120,685	93,776	67,337	464,950	502,000	328,521	18,291	40.0	41,848	625,721	....	66,211	12,914	—	100	....
Sept 30, 1869	23.0	—	2.6	—	4	4	2	35	Montreal and Plattsburg.....New York.	1,000,000	*	....	....	1,000,000	....	....	....	23.0	24,178	617,707	856,855	79,971	6,857	—	100	....
Feb. 28, 1869	88.5	28.4	9.7	—	21	13	8	165	Montgomery and West Point ..Alabama.	2,444,767	350,667	283,650	33,477	1,644,224	1,183,900	289,427	—	116.2	(No	report rec	eived.)	....	....	—	100	32
Dec. 31, 1867	84.0	5.0	77.0	—	55	62	11	1,509	Morris and Essex .....New Jersey	9,759,062	*	....	....	7,880,100	11,779,000	....	....	—	[Leased	to Dela.,L	acka. and	West'n.]	....	7	100	89½
Nov. 30, 1869	14.6	—	3.0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	147½
Jun. 30, 1869	151.0	22.0	12.0	—	45	17	6	573	Nashville and Chattanooga ¶..Tennessee.	3,383,414	*	1,900,718	447,391	1,927,091	1,964,000	1,840,432	....	173.0	....	....	....	1,085,594	231,576	—	100	....
Sept. 30, 1869	120.0	12.5	8.6	—	23	4	3	164	Nashville and Decatur ¶...Tenn. and Ala.	3,817,610	442,858	918,271	523,613	1,499,559	3,215,301	565,304	443,188	132.5	324,580	....	....	479,317	207,933	—	100	....
Dec. 31, 1869	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	....	....	1,157,736	3,464,050	....	....	—	(Operat	ed by Loui	sville & N	ashville.)	....	—	100	....
Dec. 31, 1869	57.0	....	4.5	—	10	11	5	230	Naugatuck .....Connecticut.	1,984,900	*	71,547	161,764	1,838,900	146,000	32,303	201,008	57.0	197,782	....	....	589,929	190,465	9	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	100
Jun. 31, 1869	89.0	40.0	7.2	—	9	8	8	62	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	[In han	ds of bon	dholder	s.]	972,000	....	....	119.0	....	....	....	104,737	....	—	100	....
Oct. 31, 1869	14.9	—	2.8	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	424,468	....	....	....	605,000	136,300	2,000	....	—	(Leased	& oper. by	P.Ft.W.&	Chicago.)	....	11½	100	....
Oct. 31, 1869	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	150,000	....	....	....	150,000	—	....	....	—	(Owned	& oper. by	P.,W.&B.)	77,837	44,644	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	....	....	1,500,000	1,000,000	259,431	....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1869	33.9	....	33.9	—	37	70	15	231	New Jersey.....New Jersey.	8,312,165	*	....	....	6,250,000	850,000	....	....	—	(In	cluded in	United Co	mpanies)	....	10	100	118
Dec. 31, 1869	73.8	8.5	7.1	—	....	....	....	....	New Jersey Southern.....New Jersey.	5,500,000	*	....	....	3,500,000	2,000,000	....	....	82.3	....	....	....	286,021	51,871	—	100	....
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	....	100.0	321,738	5,741,442	6,098,886	419,620	80,210	4	100	....
Nov. 30, 1869	206.0	—	31.2	242.4	32	26	13	440	N. Orleans, Jack. and Gt. North.¶.L. & M.	6,483,906	1,551,830	....	....	4,742,353	3,909,000	....	....	206.0	....	....	....	1,352,364	562,383	—	100	5½
Dec 31, 1869	80.2	2.0	14.0	—	13	16	5	226	*N. Orleans, Opelousas & Gt. Western* ¶.La.	2,050,000	....	....	....	[Owned	and oper	ated by	Charles	Morga	n of Ne	w York C	ity.]	....	....	—	—	46
Sept. 30, 1869	297.8	296.0	470.0	—	292	297	94	6,274	New York Central .....New York.	37,608,697	*	....	....	51,831,300	11,398,426	....	....	692.2	5 907,030	206,185,089	474,419,753	15,586,616	6,531,131	8	100	....
Sept. 30, 1869	441.8	296.0	640.6	—	378	451	131	7,351	N. York Central and Hudson River. N.Y.	57,523,234	*	....	....	9,000,000	15,707,646	....	....	842.2	7,885,910	313,183,904	589,362,876	22,071,583	9,244,621	8	100	94½
Sept. 30, 1869	5.0	—	....	34.8	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	....	....	197,800	—	53,952	....	—	....	....	....	....	....	—	100	....
Sept. 30, 1869	130 8	2.1	45.5	—	41	81	36	709	New York and Harlem.....New York.	13,002,500	*	....	....	7,000,000	5,085,930	....	....	156.9	745,703	27,953,142	17,178,695	2,776,890	959,745	8	100	129
Sept. 30, 1869	62.3	—	64.1	—	37	88	24	445	New York and New Haven.N.Y. & Conn.	6,775,825	900,000	449,772	114,677	6,000,000	1,061,500	300,246	883,528	7 6 8	838,173	69,247,430	6,736,230	2,160,561	837,115	10	100	142½
Sept. 30, 1869	123.0	22.0	—	208.0	14	36	6	266	New York and Oswego Midland....N.Y.	3,710,584	300,279	....	....	3 401,324	591,000	....	....	—	(In cour	se of const	ruction)	....	....	—	100	....
Aug. 31, 1869	62.5	—	13.0	—	17	19	6	126	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	631,422	....	1,887,400	883,000	....	....	62.5	338,201	....	....	699,188	235,458	7	100	92
Sept. 30, 1869	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	—	....	....	1,000,000	—	....	....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	..
Sept. 30, 1869	81.0	—	4.4	—	9	7	2	153	Norfolk and Petersburg ¶.....Virginia.	2,479,355	*	622,891	....	1,798,000	793,000	253,717	....	81.0	138,530	1,335,359	6,842,337	304,527	121,170	—	100	80
May 31, 1869	223.0	—	8.9	—	24	20	14	267	North Carolina ¶.....North Carolina.	4,949,844	*	300,200	110,523	4,000,000	575,230	102,629	682,708	223.0	....	....	....	658,117	257,006	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	....	....	....	254,164	108,725	—	100	....

Dec. 31, 1869	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.									72.0								100	
Feb. 28, 1870	233.3	147.8	11.9	—	63	35	14	776	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13000,000			351.0			2,084,486	432,124		—	21		
Oct. 31, 1869	55.6	12.1	28.8	—	29	32	16	608	North Pennsylvania	Pennsylvania.	6,059,105	965,987	991,064		3,150,000	3,588,439	133,476		67.7	460,143			1 132,731	463,114	5s	50	89½	
Dec. 31, 1869	95.0	2.6	20.3	—	21	17	15	499	Northern	Canada.	5,465,410	*	86,788	415,407		5,675,377	289,010	3,218	97.6	404,631	5,262,948		671,076	168,918	—	100		
Oct. 31, 1869	138.0	—	123.0	—	134	67	38	4,132	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134			5,000,000	7,005,500	592,582		382.4	1,469,366			2,928 463	977,748	6	50	82½	
Mar. 31, 1870	69.1	13.4	16.2	—	25	16	6	485	Northern New Hampshire	New Hamp.	3,068,400	*	208,767		3,068,400	115,600			82.5	409,036	5,935,262	19,110,436	689,626	256,271	8	100	107	
Sept 30, 1869	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*			1,100,000	400,000			35.3	146,773			325,369	65,764	8	100		
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,868	741,607	171,957	8	100	113½	
Jun. 30, 1869	113.0	32.0	14.0	—	19	21	5	233	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Provi	ncial Gov	ernment.)		145.0				281,138					
Mar. 30, 1869	118.0	4.0	18.7	—	31	16	8	817	Ogdensburg and Lake Champlain	N. Y.	5,371,900	*	236,370	665,929	5,035,800	941,800	387,687	208,922	122.0	532,120		31,199,413	1,045,222	356,839	6	100	89	
Dec. 31, 1869	340.0	53.0	....	—	26	43	24	1,269	Ohio and Mississippi	Ohio, Ind. & Ill.	26,009,217	2,054,988	1,585,583	120,754	23,714,125	6,152,850	492,321		340.0	1,926,156	30,459,353	69,838,274	2,915,547	643,720	—	100	35½	
Oct. 31, 1869	95.0	3.5	21.5	—	28	16	5	314	Old Creek and Allegheny River	Penn.	6,830,158	830,232	45,000		4,259,450	3,170,000			98.5	406,010			2,014,427	978,925	10	50	93	
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	18	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202.500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	95½	
Sept. 30, 1869	260.3	9.9	9.7	—	27	16	10	354	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	660,000	2,862,382	43,262	2,488,757	4,350,546	1,019,395	47,357	270.2	497,198	9,196,620	9,069,150	919,122	407,336	—	100	72	
Dec. 31, 1869	5.0	4.0	1.3	—	....	....	....	....	Orange and Newark	New Jersey.	800,000	*			300,000	500,000			9.0				169,088	29,747	—	100	....	
Sept. 30, 1869	28.6	—	3.2	—	—	—	—	—	Oswego and Rome	New York.	925,999	*			300,000	610,000				(Leased	to R. W. &	Ogdensb.)	125,564	62,782	—	100	....	
Sept. 30, 1869	36.3	—	24.7	—	7	9	4	65	Oswego and Syracuse	New York.	1,445,986	*			490,400	591,000			36.3	112,232	3,414,428	2,955,451	280,555	60,907	8	100	....	
Feb. 28, 1869	283.0	—	35.9	—	98	52	20	1,039	*Pacific* ¶	Missouri.	11,789,378	3,264,918			3,406,034	7,793,742			336.0	1,764,760			3,213,058	894,345	—	100	....	
Sept. 30, 1870	47.6	—	....	—	15	23	—	131	Panama	New Granada.	9,500,000				7,000,000	3,784,136			47.6		nine m	onths.	1,105,219	340,861	—	100	68	
Dec. 31, 1869	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100	....	
Dec. 31, 1869	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000				500,000	500,000				(Leased	to Erie)				—	100	....	
Dec. 31, 1869	15.1	—	—	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	6	100	....	
Dec. 31, 1869	22.0	—	—	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542				(Leased t	o Camden	and Amb	oy.)		100	....	
Oct. 31, 1869	354.9	36.5	494.9	—	477	234	102	7,011	Pennsylvania	Pennsylvania.	32,392,867	*			33,493,112	23,862,092	2,054,452		643.0	9,574,632			17,250,812	4,757,785	10	50	124½	
Oct. 31, 1869	47.0	15.9	53.0	—	23	4	—	2,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*			3,200,000	592,500	383,000		47.0						10	50	225	
Oct. 31, 1869	105.0	....	10.5	—	—	—	—	—	Pennsylvania and N. York	N.Y. & Penn.	2,449,079				1,061,700	3,000,000					(Complet	ed Sept. 1	3, 1869.)			100	....	
Dec. 31, 1869	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100	....	
Dec. 30, 1869	83.0	—	6.4	....	10	8	4	83	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000			83.0		(Complet	ed July 1,	1869.)		—	100	....	
Dec. 31, 1869	12.0	—	....	78.0	....	....	....	....	Peoria and Rock Island	Illinois.	1,000,000	*			1,000,000				12.0		(In pr	ogress.)			—	100	....	
Dec. 31, 1869	61.0	21.3	6.2	—	11	8	3	92	Petersburg ¶	Virginia.	1,486,478	*			1,325,200	241,894			82.3	164,357			245,634	97,975	3	100	....	
Oct. 31, 1869	46.0	—	4.5	—	6	6	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,345,812	70,164			218,000	800,000	291,686		46.0	124,224			196,672	9,272	—	50	....	
Oct. 31, 1869	287.6	20	86.6	—	108	38	15	1,909	Philadelphia and Erie ¶	Pennsylvania.	19,391,972	*			6,004,300	12,598,000	40,974		289.6	2,273,856			3,262,705	loss.	—	50	55½	
Oct. 31, 1869	17.0	3.0	25.0	—	22	43	12	166	Phila., Germantown and Norristown	Pa.	1,139,079	315,793	448,888		1,595,750	55,900			24.3	376,303			697,620	287,492	10	50	162	
Dec. 31, 1869	98.4	382.0	394.3	59.1	297	140	—	9,317	Philadelphia and Reading	Pennsylvania.	21,324,118	4,928,061			29,022,100	7,819,592			480.4	5,159,301	40,525,071	483,853,367	11,275,241	5,002,408	10	50	98	
Oct. 31, 1869	26.5	—	35.8	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,436,338		339,675		1,259,100			80,555	26.5				1,077,559	274,081	10	100	115½	
Oct. 31, 1869	95.9	37.9	107.5	—	59	96	39	967	Philadelphia, Wilm. and Baltimore	Penn.	10,652,242	*	821,032	1,213,042	9,520,850	2,367,000	534,547	434,787	99.7	962,579			2,565,302	876,094	8	50	102½	
Oct. 31, 1869	193.0	8.0	24.0	—	77	31	16	1,239	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,551,398	2,327,941	196,000		5,423,200	10,036,690	421,184		201.0	1,849,510			2,434,101	531,833	—	50	....	
Oct. 31, 1869	59.0	—	18.0	91.0	15	13	5	118	Pittsburg and Connellsville ¶	Penn.	3,595,257	*			1,795,253	1,891,000	294,917		72.0	425,341	4,912,563	16,286,331	608,919	207,354	—	50	....	
Oct. 31, 1869	468.3	—	139.2	—	210	121	54	3,131	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	24,391,380	*			19,583,948	13,563,000	72,093		480.6	5,253,584			8,131,531	2,891,199	9½	100	95	
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½	
Dec. 31, 1869	63.0	9.5	7.0	—	17	21	12	245	Portland and Kennebec	Maine.	3,000,000	*			784,700	1,182,988			109.5	354,754			632,763	217,872	6	100	....	
May 31, 1869	57.3	—	5.7	—	17	—	—	169	Portland, Saco and Portsmouth	Maine.	1,686,063	*			1,500,000				51.3	303,266			575,036	175,586	6	160	127	
Mar. 31, 1870	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	....	
Mar. 31, 1869	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*			170,000	200,000		11,496	26.0				80,083	22,015	—	100	110	
Nov. 30, 1869	15.0	—	0.7	—	4	6	2	11	Providence, Warren and Bristol	R. I. & M.	679,604	*			437,917	57,000	18,500		15.0	37,960			112,572	21,542	—	100	....	
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000		55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½	
Dec. 31, 1869	97.0	—	....	—	11	14	....	81	Raleigh and Gaston ¶	North Carolina.	1,500,000	*			1,500,000	80,000			97.0				208,000	141,000	3	100	....	
Oct. 31, 1869	40.0	8.0	4.1	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,925,564	220,583			506,848	1,000,000	952,859		54.0	155,070			207,799	55,879	—	50	....	
Sept. 30, 1869	71.0	110.0	27.0	—	34	56	17	720	Rensselaer and Saratoga	N. Y. & Vt.	5,814,901	*	768,476	140,285	3,000,000	1,569,750	1,781,893	461,647	181.0	637,821	16,458,686	30,164,875	1,594,002	504,247	7	100	92	
Sept. 30, 1869	140.5	1.5	11.3	—	24	17	8	238	Richmond and Danville ¶	Virginia.	6,929,000	*	1,791,052	95,480	4,000,000	2,680,700	228,674	1,906,158	190.5	312,139	4,860,625	6,271,192	609,403	212,070	—	100	....	
Sept. 30, 1869	75.5	—	5.2	—	12	11	14	81	Richmond, Frederick and Potomac	Va.	2,298,349	*	40,818	142,720	1,414,136	482,678	25,186	559,887	75.5				332,025	132,491	—	100	....	
Sept. 30, 1869	22.1	2.8	3.6	—	7	10	3	159	Richmond and Petersburg ¶	Virginia.	933,895	*	48,089	225,743	847,100	320,296	40,331		46.4	90,998	1,258,994	1,422,279	160,946	37,344	—	100	....	
Sept. 30, 1869	38.3	—	....	—	....	....	....	....	Richmond and York River ¶	Virginia.	1,250,000	*			660,000	600,000					(Not in o	peration.)			—	100	....	
Sept. 30, 1869	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0		(No	returns.)			—	100	....	
Sept. 30, 1869	141.1	48.5	23.4	—	38	28	14	654	Rome, Watertown and Ogdensburg	N. Y.	4,389,292	*	793,161	304,338	3,000,000	2,000,000	9,821	476,970	218.2	585,168	14,604,381	18,054,197	1,274,134	501,998	10	100	125	
Sept. 30, 1869	120.0	—	12.0	—	28	23	9	745	Rutland	Vermont.	4,381,741	*	791,487		4,381,400		331,828		158.0	679,669	8,347,127	16,336,225	874,855	187,329	—	100	45	
Dec. 31, 1869	132.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,689,500	*			2,100,000	2,589,500			132.0				753,000	376,000	—	100	72½	
Dec. 31, 1869	175.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000					(Oper. by	Ind. & St.	Louis.)	611,800	—	100	29	
Dec. 31, 1869	195.0	15.0	13.0	—	43	25	8	631	*St. Louis and Iron Mountain* ¶	Missouri.	10,943,902	*			10,000,000	4,000,000						abo	ut 900 000		—	100	48	
Dec. 31, 1869	150.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)		240,000	—	100	....	
Dec. 31, 1869	—	—	....	72.3	—	—	—	—	St. Louis and St Joseph	Mo.		(Unfi	nished.)		2,000,000	1,000,000					(No	returns.)			—	100	....	
May 31, 1870	158.9	—	....	—	17	10	4	315	St. Louis, Vandalia & Terre Haute	Ill.	6,000,000	*			1,500,000	4,500,000				(Leased	to Terre H	aute and I	ndianapo	lis.)	—	100	....	
Dec. 31, 1869	180.0	—	....	—	14	12	4	169	*St. Paul and Pacific* (1st Div.)	Minnesota.						2,020,000				257,004	2,776,680	3,570,874	373,445	138,411	—	100	....	
Dec. 31, 1869	100.0	—	5 0	200 0	10	6	4	178	St. Paul and Sioux City	Minn.	3,274,752	*	152,360	81,989	2,732,515	166,000	531,072	79,514		189,152			338,693	179,941	—	100	....	
Dec. 31, 1869	16.6	—	....	—	—	2	1	12	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,833	6	50	....	
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	535	91						17,500	1½	100	....	
Jun. 30, 1869	116.3	—	10.0	—	10	11	4	178	Sandusky, Mansfield and Newark	Ohio.	3,212,565	*			904,832	2,307,742			116.3	271,076			429,212	101,024	—	100	....	
Oct. 31, 1869	54.0	—	7.0	—	7	2	2	88	Schuylkill and Susquehanna	Penn.	1,300,702	*			1,269,150	97,000	106,120		54.0	155,070			172,494	27,393	—	50	....	
Oct. 31, 1869	11.0	12.8	8.5	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,841				576,050					(Leased	to Phila. a	nd Readin	g.)		5	50	....	
Dec. 31, 1869	80.0	—	4.6	—	13	5	4	160	Seaboard and Roanoke	Va. & N. Carolina.						210,000			80.0						—	100	....	
Dec. 31, 1869	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.	2,163,564	*		549,007	999,050	796,830	891,180	25,521	119.3				282,215		—	100	....	
Dec. 31, 1869	235.0	—	....	—	25	10	6	290	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	6,079,100			200.0				460,000		—	100	....	
Oct. 31 1869	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				(Le	ased by N	orthern C	entral.)		6	50	....	
Dec. 31, 1869	45.5	—	2.0	—	4	4	2	41	Sheboygan and Fond du Lac	Wisconsin.	1,997,000	*			1,227,000	800,000			45.5				61,504	22,091	—	100	....	
Dec. 31, 1869	20.0	—	2.0	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Oper. b	yJeff.Mad.	and Ind.)	32,448	7,408	—	100	....	
May 31, 1869	50.0	—	2.5	—	10	18	8	30	Shore Line	Connecticut.	732,900	*			677,900	55,000			50.0				310,182	47,424	6	100	....	
Dec. 31, 1869	101.8	6.5	3.7	—	12	4	8	134	*Sioux City and Pacific*	Neb. & Iowa.	5,014,000	*			1,788,000	3,256,320							294,476	90,000	—	100	....	
Dec. 31, 1869	37.0	—	1.6	—	—	—	—	—	Somerset and Kennebec	Maine.	800,000				280,000	500,000				(Leased	and oper.	by Portlan	d & Ken.)	36,000	—	100	....	
Dec. 31, 1869	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	439,694				438,300					(Leased	& oper. by	Cen. of N.	Jersey.)	26,298	6	100	....	
Dec. 31, 1869	137.0	106.0	10.9	—	43	24	24	392	South Carolina ¶	South Carolina.	8,920,601	*	1,137,797	163,729	5,819,275	4,057,351	355,501			801,171			1,382,167	595,507	—	100	....	
Dec. 31, 1869	50.0	—	—	133.0	3	—	—	—	South and North Alabama	Ala.					1,500,000	1,000,000					(In	progres	s.)		—	100	....	
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,000	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....	
Sept. 30, 1869	57.0	0.7	3.0	—	11	21	5	75	South Side (L. I.)	New York.	1,978,558	*			497,750	850,000			63.0	150,560	5,597,645	2,094,921	221,815	65,532	10	100	....	
Sept. 30, 1869	123.0	10.0	12.0	—	17	5	5	188	South Side (Petersb'g & Lynchb'g) ¶	Va.	4,149,658	*	192,420	430,158	1,365,600	2,133,800	973,116	299,727	133.0	292,029	2,201,096	10,725,243	440,921	103,125	—	100	....	
Dec. 31, 1869	70.0	—	—	46.0	4	2	2	37	Southern Central	New York.	4,500,000	[cost to	completi	on.]	3,000,000	1,500,000									—	100	....	
Dec. 31, 1869	72.0	—	....	200.0	11	4	2	194	Southern Minnesota	Minnesota.															—	100	....	
Dec. 31, 1869	148.3	—	....	159.2	19	12	4	424	*South Pacific* ¶	Missouri.						25,000p m			100.0				348,218	203,473	—	100	....	
July 31, 1869	148.0	114.5	22.9	26.5	30	14	18	396	Southwestern	Georgia.	4,587,313	*		181,053	3,939,900	669,500	37,155	41,811	257.5	384,922			916,116	360,336	8	100	104	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1869	68.0	—	3.4	—	5	4	—	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	.....	.....	751,296	547,380	125,000	.....	68.0	.....	.....	.....	61,400	21,762	—	100	....
Dec. 31, 1869	65.0	13.0	2.9	67.5	7	6	6	150	Springfield, Mt. Vernon & Pittsb...Ohio.	1,850,000	*	.....	.....	1,500,000	1,500,000	.....	.....	78.0	.....	.....	.....	180,000	.....	—	100	....
Sept. 30, 1869	13.0	—	0.4	—	3	6	—	6	Staten Island .....New York.	359,579	*	(Includin	gFerry.)	700,000	200,000	.....	.....	13.0	52,797	2,919,240	.....	282,647	92,594	10	100	....
Sept. 30, 1869	7.6	—	1.0	—	2	1	—	134	Sterling Mountain.....New York.	502,468	*	.....	.....	800,000	350,000	.....	.....	7.6	10 077	27,900	470,211	42,962	20,677	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	.....	448,700	—	—	.....	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	.....	.....	267,300	—	697	—	—	.....	.....	.....	.....	21,176	6	100	98
Oct. 31, 1869	10.0	—	—	19.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	500,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(In pro	gress to be	completed	Juue 187	0.)	—	50	....
Dec. 31, 1869	12.0	—	0.5	19.0	4	2	2	23	Sussex.....New Jersey.	459,944	*	.....	.....	258,139	200,000	.....	.....	12.0	40,000	.....	.....	79,887	18,001	3	100	....
Sept. 30, 1869	81.0	—	10·8	—	12	16	3	274	Syracuse, Binghamton and N. York.N.Y.	3,550,900	*	.....	.....	1,470,130	1,707,050	.....	.....	81.0	271,077	5,812,876	16,678,940	519,307	132,564	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a par	t of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	23,006	45,818	250.700	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104
Jun. 30, 1869	—	—	—	177.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620.000	.....	—	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1869	73.0	11.0	2.6	—	31	19	10	731	Terre Haute and Indianapolis....Indiana.	2,215,993	*	1,157,178	186,284	1,988,150	348,000	163,913	1,049,365	84.0	503,198	.....	.....	1,279,043	671,445	12	100	....
Oct. 31, 1869	30.6	—	6.1	—	11	4	1	351	Tioga .....Pennsylvania.	843,402	330,543	.....	.....	580,900	246,000	.....	.....	34.6	176,432	.....	.....	395,440	82,005	—	50	100
Dec. 31, 1869	228.0	—	11.4	—	44	13	6	584	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	1,072,715	.....	.....	1,072,995	.....	—	100	....
Dec. 31, 1869	454.8	45.2	21.1	—	115	54	29	1,946	Toledo, Wabash and Western.O. I. & Ill.	23,390,000	*	1,078,807	329,941	8,500,000	15,729,000	28,792	540,956	522.0	.....	.....	.....	4,252,343	1,200,938	—	100	52⅝
Sept. 30, 1869	35.0	—	8·8	—	13	13	6	222	Troy and Boston.....New York.	2,296,733	*	.....	.....	607,111	1,677,000	.....	—	55.0	179,592	4,939,322	4,950,807	529,680	236,987	—	100	....
Sept. 30, 1869	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	.....	.....	274,400	—	—	—	—	(Leased	to Hudso	n River.)	.....	.....	7	100	49⅝
Nov. 30, 1869	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	—	—	(Leas	ed to Vt.	& Mass.	R. R.)	32,000	—	100	....
Oct. 31, 1869	37.5	8.0	10.0	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	914,069	.....	.....	.....	swamped	.....	.....	.....	—	(Leased	to Penney	lvania.)	.....	.....	—	50	....
Apr. 30, 1870	1,038	—	....	....	175	90	40	3,000	*Union Pacific*.....Nebraska, &c.	106,245,978	*	5,591,000	654,530	33,762,300	107,907,300	.....	.....	1,038.0	.....	.....	.....	8,407,553	4,203,926	—	100	18⅛
Dec. 31, 1869	100.0	—	15.0	250.0	6	5	2	118	*Union Pacific* (Central Branch) ..Kansas.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	[no	returns.]	.....	.....	.....	—	100	....
Sept. 30, 1869	59.0	—	3.1	....	7	7	4	66	Utica and Black River.....New York.	1,816,000	*	.....	.....	1,660,000	150,000	.....	49,114	59.0	81,228	2,960,504	1,172,870	235,083	132,040	—	100	....
Sept. 30, 1869	56.0	—	6.0	26.0	6	8	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,580,222	*	.....	.....	1,582,650	—	.....	.....	—	54,450	2,244,178	734,753	165,494	76,892	6	100	....
May 31, 1869	47.0	25.5	12.0	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	.....	.....	—	(Leased	by Vermo	nt Centra	l.)	.....	8	100	103¾
May 31, 1869	117.0	2.0	21.0	—	70	47	14	1,305	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	185.5	1,305,789	15,650,086	54,177,218	1,949,430	543,331	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,663,057	3,889,481	567,568	loss.	—	100	70
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	2	100	....
Feb. 28, 1869	140.0	—	7.8	—	17	8	5	132	*Vicksburg and Meridian* .....Mississippi.	3,200,000	*	.....	.....	357,408	3,200,000	98,417	.....	140.0	.....	.....	.....	483,537	162,479	—	100	....
Sept. 30, 1869	204.0	9.5	7.5	—	35	14	5	254	Virginia and Tennessee ¶ .....Virginia.	8,012,873	*	.....	.....	3,064,300	2,499,450	591,741	2,815,014	213.5	550,397	8,727,610	17,634,855	929,186	318,688	—	100	....
Dec. 31, 1869	18.3	—	3.8	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	by Del. La	c.&W'in.)	454,758	154,618	7	100	87⅞
Sept. 30, 1869	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	199,161	.....	.....	.....	225,000	85,000	.....	.....	10.3	[Operat	ed by Erie	.]	58,123	18,448	7	100	....
Dec. 31, 1868	7.0	—	....	—	...	...	...	....	Washington, Alex. & Georget.D. C. & Va.	.....	—	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	5	100	....
Dec 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1869	26.5	—	5.0	—	9	16	4	50	West Chester and Philadelphia.....Penn.	1,423,917	194,442	.....	.....	684,046	957 600	97,500	.....	35.5	291,230	.....	.....	330,571	63,761	—	50	....
Sept. 30, 1868	—	—	....	93.0	...	...	...	....	West Shore Hudson River...New York.	619,446	.....	525,578	.....	526,700	612,300	6,024	.....	—	[In	progress.]	.....	.....	.....	—	100	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	—	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	—	....
Dec. 31, 1868	43.0	—	....	— —	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	—	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1869	46.0	—	3.7	22.0	6	5	4	58	Western Maryland ¶.....Maryland.	2,550,000	*	.....	.....	750,000	1,800,000	.....	.....	46.0	.....	.....	.....	138,802	44,719	—	100	10
Dec. 31, 1869	142.0	8.0	5.6	131.0	5	8	4	26	Western North Carolina..North Carolina.	.....	*	.....	.....	6,500,000	.....	36,000	.....	....	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1869	36.1	27.6	13.3	21.0	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,179,441	—	78,814	.....	1,022,450	1,800,000	304,413	—	—	(Leased	to Penney	lvania.)	.....	.....	—	50	81
Dec. 31, 1869	182.0	—	13.0	—	27	16	12	401	Western Union...Wisconsin and Illinois.	.....	.....	[No	w formin	g a divis	ion of th	e Milwau	kee and	St. Paul	No retu	rns for ye	ar.]	.....	.....	—	100	....
Dec. 31, 1869	101.0	—	8.0	—	17	38	6	257	West Jersey.....New Jersey.	2,007,467	*	1,214,842	77,150	1,209,000	1,716,500	244,176	129,783	126.1	288,365	.....	.....	652,184	256,308	10	50	125
Aug. 31, 1869	94.0	—	....	86.0	...	...	...	....	West Wisconsin .....West Wisconsin.	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	—	(Operat	ed during	construct	n by M.&	St.Pa'l.)	—	100	....
Dec. 31, 1869	20.0	—	—	51.0	—	—	—	—	Whitehall and Plattsburg ¶...New York.	.....	—	(No	return.)	.....	—	.....	.....	20.0	13,430	90,746	159,099	14,663	7,147	—	100	....
Dec. 31, 1869	20.8	—	....	28.0	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	.....	.....	—	(Leased	to Boston	Con.andM	ontreal.)	12,000	6	100	....
Dec. 31, 1869	23.0	—	2.0	—	2	5	1	19	Wicomico and Pokomoke .....Maryland.	375,000	*	.....	.....	160,000	200,000	10,000	.....	23.0	(no	returns.)	.....	.....	.....	—	100	....
Aug. 31, 1869	148.0	—	3.6	124.0	8	4	2	106	Wilmington, Charlotte & Rutherford.N.C.	3,600,000	*	.....	.....	1,200,000	2,000,000	400,000	.....	148.0	.....	.....	.....	189,261	82,375	—	100	....
Mar. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.N. C. & S. C.	[W. & M.	RR.sold	Jan.5, '70	$525,000.	5,000,000	.....	.....	.....	—	[no	returns.]	.....	.....	.....	—	100	...
Oct. 31, 1869	19.3	—	2.6	44.4	3	—	—	6	Wilmington and Reading.....Del. & Pa.	1,052,818	35,915	8,286	.....	734,812	789,300	.....	.....	19.3	1,857	(Leased t	o Norther	n Centra	l.)	—	100	....
Sept. 30, 1869	162.0	19.0	9.5	—	18	16	14	262	Wilmington and Weldon ¶...N. Carolina.	3,076,968	*	11,662	184,126	1,463,775	1,484,665	272,624	.....	181.0	.....	.....	.....	550,935	80,873	—	100	....
Dec. 31, 1869	15.4	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	.....	.....	213,000	—	.....	.....	—	(Recen'l	y opened.)	1,254	.....	14,000	7	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee.	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	131⅞
Oct. 31, 1869	13.0	—	1.0	—	—	—	—	—	Wrightsville. York and Gettysburg. Penn.	393,535	—	.....	.....	317,050	.....	76,845	.....	—	(Le	ased to N	orthern C	entral.)	.....	—	100	....

CANALS, &c.

Years ending.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.	Companies.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Gross.	Net	Dividends.	Par.	Market.
May 31, 1869	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,308,019	—	641,532	112,080	1,983,563	2,089,400	—	—	13.6	—	—	—	493,210	342,827	6	50	72
Sept. 30, 1869	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1869	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	.....	.....	60.0	(Leased	to Lehigh	Nav. Co.)	231,194	105,751	8	50	90
Oct. 31, 1869	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,899,068	—	—	.....	15,000,000	3,169,476	.....	.....	108.0	—	—	—	110,610	.....	10	100	116¾
Dec. 31, 1869	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,647,683	—	—	—	4,999,600	(See Ca	m. & A	mb.R.R.)	161.0	—	—	—	1,035,360	732,352	10	100	....
Oct. 31, 1869	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	1'562,005	—	—	.....	64,000	899,759	662,246	.....	161.0	—	—	—	104,961	3,849	—	50	....
Oct 31, 1869	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	—	—	8,739,800	14,375,891	.....	.....	48.0	—	—	—	405,174	213,374	—	50	67½
Feb. 9, 1869	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,373,611	—	.....	94,149	2,200,000	1,130,447	74,087	63,226	102.0	(5 p. c. o	n prefere	d stock.)	431,246	184,848	—	100	33
Oct. 31, 1869	237.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,261,000	—	—	.....	4,300,000	1,961,000	.....	—	354.0	—	—	—	735,303	258,436	—	50	52
Oct. 31, 1869	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,279,185	238,996	.....	4,797,185	7,165,256	588,689	—	109.2	—	—	—	1,159,085	598,519	—	50	16¾
Oct. 31, 1869	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,741,293	—	—	.....	2,002,746	2,632,310	,195,232	—	45.0	—	—	—	167,435	81,714	—	50	14
Oct. 31, 1869	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	20,000	—	87.6	—	—	—	43,587	loss.	—	50	1½
Oct. 31, 1869	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,894,000	—	—	.....	1.100,000	708,000	86,000	—	—	(Leased	to Penney	lvaia.)	.....	.....	—	50	13
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	50

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'69	7.25	94	14	Albany .....N.Y.	150,309	99,800	40,000	5,000	78,317	21,467	—	100	100	....
Nov. 30, '69	1.05	—	—	Albany st. Freight (B'ton).Mass.	49,749	150,000	—	4,377	3,404	Loss.	—	100	100	....
Oct. 31, '69	3.41	11	4	Allentown .....Pa.	27,739	30,314	—	11,900	9,089	2,372	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	20½
Sept. 30,'69	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,725	900,000	694,000	23,300	334,093	83,267	—	100	100	....
Nov. 30,'69	2.56	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	6¾	100	100	38½
Nov. 30,'69	3.06	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'69	10.76	185	46	Broadway (Brooklyn).....N.Y.	302,050	200,000	100,000	11,206	126,662	29,881	8.0	100	100	....
Sept. 30,'69	16.00	775	103	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,500,000	100,000	713,423	232,733	4.0	100	100	....
Sept. 30,'69	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	179,789	100,000	80,000	—	30,153	Loss.	—	100	100	....
Sept. 30,'69	72.00	1321	271	Brooklyn City.....N.Y.	1,957,420	1,500,000	300,000	85,000	1,282,132	327,466	12.0	100	100	....
Sept. 30,'69	11.00	178	37	Brooklyn City & Newtown.N.Y.	600,000	596,000	4,000	34,438	134,615	21,999	—	100	100	....
Sept. 30,'69	19.25	22	8	B'klyn Prosp. P. & Flatb..N.Y.	537,944	261,400	278,000	—	72,720	5,718	—	100	100	....
Sept. 30,'69	4.50	....	...	B'klyn Flatbh & Coney Isl.N.Y.	—	10,000	100,000	(Not	in opera	tion.)	—	100	100	....
Sept. 30,'69	15.21	180	51	Buffalo street.....N.Y.	327,661	5c,000	316,500	6,457	160,428	18,957	—	100	100	....
Sept. 30,'69	11.50	87	13	Bushwick (Brooklyn) .....N.Y.	307,348	292,000	2,000	20,056	76,650	Loss.	—	100	100	...
Nov. 30,'69	28.52	—	—	Cambridge (Boston) .....Mass.	734,670	727,800	150,000	94	—	77,500	9.0	100	100	102
Sept. 30,'69	1.76	20	4	Central City (Syracuse)....N.Y.	29,714	21,130	6,000	—	18,254	3,229	7.0	100	100	....
Sept. 30,'69	36.00	731	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,068,400	626,000	76,052	588,724	13,997	—	100	100	....
Oct. 31, '69	8.43	200	32	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	240,293	81,318	36½	50	19¼	....
Oct. 31, '69	9.06	139	26	Citizens' (Pittsburg) .....Pa.	234,427	184,000	50,000	7,700	145,568	38,078	19½	50	44	....
Sept. 30,'69	14.83	212	16	Coney Island (Brooklyn) ..N.Y.	647,364	500,000	214,000	29,131	144,047	13,067	—	100	100	....
Sept. 30,'69	22.79	808	107	Dry Dock,E.B.&B.(N.Y.C)N.Y.	859,150	1,200,000	700,000	—	738,600	180,104	—	100	100	....
Sept. 30,'69	3.50	—	4	Dunkirk and Fredonia ....N.Y.	42,643	34,825	—	1,337	8,480	4,162	3.	100	100	....
Oct. 31, '69	1.64	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	8,565	1,237	2½	25	20	....
Sept. 30,'69	19.00	851	157	Eighth Avenue (N.Y.City)N.Y.	1,527,023	1,000,000	203,000	—	835,447	200,354	12.0	100	100	....
Oct. 31, '69	2.26	18	4	Erie City .....Conn.	32,915	18,550	17 272	—	12,444	2,749	—	50	9¼	....
Sept. 30,'69	2.70	10	4	Fifth Ward (Syracuse).....N.Y.	43,301	29,285	10,000	—	10,403	456	—	100	100	....
Sept. 30,'69	9.63	....	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	260,000	—	376,903	112,240	10.0	100	100	....
Oct. 31, '69	16.36	273	45	Frankford & Southwark(Ph.)Pa.	762,441	491,750	198,000	—	308,138	61,719	6¾	50	49½	40
Sept. 30,'69	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,053	42,500	12,700	2,000	12,598	545	—	100	100	....
Oct. 31, '69	34.25	360	59	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	348,021	123,493	19½	50	15	31
Oct. 31, '69	5.40	135	25	Girard College (Phila.).....Pa.	173,657	170,000	—	—	136,885	35,507	10.	50	17	45
Sept. 30,'69	8.0	....	...	Grand st. F. & Middle Vil..N.Y.	75,000	125,000	190,000	—	37,890	10,205	—	100	100	....
Sept. 30,'69	5.50	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	82,066	7,093	—	100	100	....
Oct. 31, '69	5.09	198	39	Green and Coates st. (Phila.).Pa.	239,746	150,000	100,000	—	176,078	39,959	7.0	50	15	45
Sept. 30,'69	10.00	107	22	Harlm.Br.,Morr. & F'dham.N.Y.	255,225	114,010	130,000	3,000	72,802	4,770	—	100	100	....
Oct. 31, '69	2.14	11	5	Harrisburg City.....Pa.	60,111	41,995	9,950	1,955	7,280	222	—	25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	...
Oct. 31, '69	14.10	339	56	Hest., Mant. & F'mount (Ph.)Pa.	470,619	306,390	164,400	1,500	283,927	63,060	2½	50	7	16
Dec. 31, '68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	...	....	....	....
Sept 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31, '68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	...	....	....	....
Sept 30,'69	3.56	27	9	Kingston and Rondout.....N.Y.	77,494	75,000	—	—	22,390	2,405	—	100	100	....
Oct. 31, '69	5.20	113	17	Lombard and South st. (Ph.).Pa.	118,892	90,000	62.500	11,462	78,378	6,258	—	25	9	....
Nov. 30,'69	4.04	49	9	Lowell Horse.....Mass.	70,000	55,830	—	—	31,469	6,385	2.0	100	100	36
Nov. 30,'69	12.61	225	33	Lynn and Boston .....Mass.	274,331	200,000	50,000	41,952	166,752	14,010	—	100	100	20
Nov. 30,'69	3.75	—	—	Malden and Melrose (Btn).Mass.	60,264	49,224	—	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	1.00	—	—	Marginal Freight (Boston).Mass.	190,646	119,000	—	33,636	13,679	—	—	100	100	30½
Nov. 30,'69	3.34	—	—	Medford & Charlest. (Btn).Mass.	36,600	21,000	4,500	—	oper. M'	dlesex.	—	100	100	....
Nov. 30,'69	5.11	39	6	Merrimac Valley.....Mass.	42,468	50,000	—	6,201	28,732	Loss.	—	100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'69	44.18	914	170	Metropolitan (Boston) ....Mass.	1,594,493	1,250,000	—	233,457	821,332	134,567	10.0	100	100	69¾
Nov. 30,'69	7.12	244	49	Middlesex (Boston).....Mass.	529,202	400,000	90,038	43,331	229,090	28,123	3.0	100	100	62½
Sept. 30,'69	12.20	172	53	Ninth Avenue (N. Y. City)N.Y.	474,198	797,320	167,000	—	110,179	3,330	—	100	100	....
Nov. 30,'69	3.31	16	6	Northampton & Wmburg.Mass.	300,000	300,000	—	2,608	9,757	Loss.	—	100	100	....
Nov. 30,'69	2.11	7	2	North Woburn (Boston)..Mass.	27,862	20,000	8,000	4,090	6,772	1,312	—	100	100	....
Oct. 31, '69	7.25	81	14	Oakland & E. Liberty (Pbg.).Pa.	118,892	59,500	17,000	50,163	47,781	8,462	—	50	50	....
Dec. 31, '69	17.29	167	28	Orange and Newark .....N.J.	800,000	300,000	500,000	—	169,088	29,747	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '69	9.64	32	9	Peoples' street (Scranton) ...Pa.	126,001	125,230	—	—	27,721	8,213	5.	100	100	....
Oct. 31, '69	7.07	292	46	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	255,816	80,754	20.	50	15	44
Oct. 31, '69	5.65	124	23	Philadelphia and Darby.....Pa.	258,419	200,000	57,000	—	40,434	13,645	—	20	20	12
Oct. 31, '69	12.88	47	13	Philadelphia & Gray's Ferry.Pa.	295,001	285,307	5,500	—	86,642	26,385	8.	50	25	24
Oct. 31, '69	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	144,119	140,000	23,000	2,433	134,686	40,053	5¾	50	35	....
Oct. 31, '69	5.20	80	15	Pittsburg and Birmingham..Pa.	114,661	88,000	10,600	44,931	81,702	9,069	6¾	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '69	8.00	51	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	41,495	9,677	—	50	25	7½
Sept. 30,'69	10.00	72	20	Rochester and Brighton ...N.Y.	84,854	60,000	15,000	7,208	34,015	Loss.	—	100	100	12
Sept. 30,'69	3.00	58	13	Sackett, Hoyt & Bergen st..N.Y.	361,500	194,000	191,900	7,000	18,385	Loss.	—	100	100	....
Nov. 30,'69	9.58	50	11	Salem and Danvers.....Mass.	192,300	150,000	35,600	15,354	41,144	3,997	—	100	100	....
Oct. 31, '69	3.48	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	—	.....	—	50	5	....
Sept. 30,'69	16.00	634	96	Second Avenue (N.Y. City)N.Y.	1,914,447	881,700	1,015,000	—	527,472	108,834	—	100	100	....
Oct. 31, '69	34.00	500	72	2d and 3d street (Phila.).....Pa.	640,529	573,387	109,300	10,000	401,156	69,532	10	50	30	58
Oct. 31, '69	5.62	127	19	17th and 19th street (Phila.)..Pa.	119,668	160,000	—	7,408	105,467	29,407	—	50	16	21
Sept. 30,'69	8.38	649	78	Sixth Avenue (N.Y. City).N.Y.	1,510,233	750,000	250,000	73,000	713,499	104,691	10.	100	100	125
Nov. 30,'69	3.85	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'69	6.89	265	40	South Boston .....Mass.	411,559	400,000	—	14,149	232,076	41,484	8	100	100	62½
Nov. 30,'69	2.50	13	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	1,650	12,462	504	—	100	100	....
Nov. 30,'69	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	oper. by	Mal. &	Mel.	100	100	....
Sept. 30,'69	2.07	20	6	Syracuse and Geddes.....N.Y.	26,308	25,000	25,000	—	14,263	5,362	7.	100	100	....
Sept. 30,'69	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	8,798	2,522	8.	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	68½
Sept. 30,'69	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,770,000	1,170,000	1,500,000	100,000	1,405,529	249,225	12.	100	100	197½
Oct. 31, '69	6.43	166	23	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	170,504	64,350	2	50	50	23
Sept. 30,'69	6.50	32	5	Troy and Albia.....N.Y.	72,729	44,700	20,000	12,865	15,436	2,245	—	100	100	....
Sept. 30,'69	12.30	49	21	Troy and Lansingburg.....N.Y.	364,662	250,000	100,000	85,045	161,228	6,103	—	100	100	....
Sept. 30,'69	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	oper. b	yTroy&	Lansb.	100	100	....
Oct. 31, '69	26.25	548	50	Union (Phila.).....Pa.	787,341	400,000	300,000	—	463,368	112,426	20	50	20	43
Nov. 30,'69	—	449	74	Union (Boston) .....Mass.	318,429	200,000	105,200	51,858	427,047	9,354	—	100	100	100
Sept. 30,'69	15.50	85	20	Utica, Clinton & Bingham.N.Y.	308,202	121,400	200,000	1,200	86,291	17,566	—	100	100	....
Sept. 30,'69	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,051	3,483	3½	100	100	....
Nov. 30,'69	2.71	8	2	Waltham and Newtown..Mass.	28,502	14,750	—	16,650	8,145	Loss.	—	100	100	....
Sept. 30,'69	15.50	162	29	Watervliet (Albany) .....N.Y.	312,454	240,000	131,000	—	108,739	28.824	11	100	100	....
Dec 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct .31, '69	13.50	382	65	West Philadelphia.....Pa.	549,906	400,000	100,000	—	393,732	93,736	10	50	50	65
Oct .31, '69	4.39	14	6	Wilkesbarre and Kingston...Pa.	94,633	50,000	—	12,000	19,120	6,702	10	50	50	....
Oct. 31, '69	2.40	13	4	Williamsport .....Pa.	32,692	15,600	5,000	15,966	—	—	—	25	25	....
Nov. 30,'69	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	54,750	—	626	3,600	2,812	4	100	100	....
Nov,30, '69	4.00	44	—	Worcester .....Mass.	89,573	75 800	72,000	26,000	not	now	oper'g	—	100	100

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	...
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	278,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	316,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18--	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	198,000	7	J & J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	74¾
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	90,038	6	J.&D.	1884	81½
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	...
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	85
Philadelphia and Darby: 1st Mortgage.....	57,000	7	J.& J.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	015,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&D	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	...
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	...
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	90
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	...

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	...
Catawissa,* pref. and guar.....	2,200,000	7	7	76¾
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	86
Chicago and Alton, pref.....	2,425,400	7	10	119
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	85½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	88½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	79
Erie, preferred	8,536,910	7	7	47½
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	96
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	105¾
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	...
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,046,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	26
" " 2d pref....	4,051,744	6	...	8
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	74
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	134½
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref.....	3,500,000	7	7	72¾
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	82
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	56½
Sandusky and Cincinnati, pref.....	445,566	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	76½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv.,York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	75
Schuylkill Navigation, pref.....	2,888,997	6	6	34¾
Union, preferred.....	.....	6	...	2
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	9

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton	30 — @ 34 —
Pig, American, No. 1	30 — @ — —
Pig, American, No. 2	28 — @ 29 —
Pig, American, Forge	27 — @ 28 —
Bar, Refined, English and American	— — @ 75 —
Bar, Swedes, assorted sizes.....(gold)	85 — @100 —
	STORE PRICES.
Bar, Swedes, ordinary sizes	— — @110 —
Bar, Refined	75 — @ 79 —
Bar, Common	70 — @ — —
Scroll	97 50 @125 —
Ovals and Half-round	97 50 @125 —
Band	92 50 @ 95 —
Horse Shoe	95 — @ — —
Rods, ⅜@3-16 inch	82 50 @ — —
Hoop	102 50 @140 —
Nail Rod .....per lb.	— — @ — 6¾
Sheet, Russia, as to No.'s.....(gold)	— 10½@ — 11
Sheet, Single D. and T. Common	— 4¾@ — 6
Rails, English.....(gold).....per ton.	56 — @ 58 —
Rails, American, at Works in Penna..c'y.	70 — @ 73 —
Anvils, (Eagle).....per lb currency.	— 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad va.. (Store prices.)

English, Cast..(2d and 1st qualnty).per lb.	— 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 13 @ — 15
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 16 @ — 17
American, Spring, do.	— 9 @ — 11
American Machinery do.	— — @ — 12
American German do.	— 9 @ — 12

NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)

Cut, 4d.@10d.....per 10 0lb	4 37½@ 4 50
Clinch	5 87½@ 6 —
Horse Shoe, Forged (No. 10 to 6).....per lb.	— 23 @ — 28
Copper	— — @ — 37

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— — @ — 39
Straits.....(gold).	— 33½@ — 34¾
English .....(gold).	— — @ — 33½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	8 62½@ 8 75	9 75 @ 10 —
I. C. Coke	7 37½@ 7 75	8 37½@ 8 75
Coke Terne	6 23 @ 7 25	7 — @ 8 —
Charcoal Terne	7 75 @ 8 25	8 75 @ 9 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 15½@ — 16
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 18½
Refined, prime L. S. to W. (110 @115 test)	— — @ — 25½
Refined, Standard White (in ship'g order).	— — @ — 24½
Refined, prime White (in shipping order).	— 27 @ — —
Refined, S. W. (in jobbing lots)	— — @ — 23
Refined, S. W. (in tin)	— 29½@ — 31
Naptha, Refined, (65 @ 73 gravity)	— 9¾@ — 10
Residuum.....per bbl.	4 — @ — —

GLASS.—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th.26.	F.27.	Sat.29.	M.30.	Tu.31.	W.1
Canton Co.	....	....	71	72	....	
Central Pacific 6s	90½	90	90¾	91	91¾	91⅝
Central of N. Jersey	103¾	....	103¾	103¾	104⅝	104¼
Chicago & Alton	115¾	115¾	116	116	....	116
" pref.	....	....	....	....	119	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	100	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	154
" 8s, 1883	109	....	....	....	....	....
Chic. & Northwestern	75½	....	....	76	....	75¼
" pref.	85½	85¾	85¾	86	86½	85½
" 1st M.	96½	....	96	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	88½	88⅝	88⅝	88½	....	....
Chic., Rock Isl. & Pac.	107⅝	108⅜	108¼	108¾	108½	107⅞
Chi., R. I. & Pa. 7s, 1896	98	....	98	....	....	98
Clev., Col., C. and Ind.	83¾	....	....	83	83¾	....
Clev. and Pittsburg	105½	106	106½	....	104½x	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	79½	80	82	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	18½	....	17⅞	18¾	18½	18⅜
" 1 M.	83¾	83½	83⅝	....	83½	83⅜
" 2 M.	65½	....	....	....	....	....
Cumberland Coal pref.	....	....	....	....	....	....
Del. & Hudson Canal	116¾	....	117	116¾	117¼	
Del. Lack. & Western	104¼	104¾	104½	104⅝	104⅜	
" 1 M. 7s	....	....	....	....	....	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	22½	22	....	22	21⅞	22
" pref.	46½	....	....	46½	47½	....
" 1 M. 7s, 1897	....	....	....	....	98	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	83½	....	....	....	....	....
" 5 M. 7s, 1888	....	79¾	....	....	....	....
Great Western 2d mort.	82	....	....	....	82½	....
Hannibal & St. Joseph	87½	85¾	85	85	84¾	83½
" pref.	93	....	96	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	102½	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	133¼	134¼	....	134½	....	133⅞
" bonds	....	....	....	....	....	....
Lake Shore & Mich.S'th.	92½	93	93¼	94½	93¾	94⅜
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	20	26	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118½	....	118¼	....	118	117¾
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S and N. I. 1 M. S. F.	....	99½	....	100	99½
" 2 M.	96	....	....	96	....	
Mariposa Mining Co.	....	....	5	5	5½	
" pref.	9½	9½	9½	9	8½	
" Tr. 10s ctfs.	....	....	....	....	....	....
Milw. and St. Paul	53½	54	54	54	....	53½
" pref.	73¾	74⅜	75¼	75½	74⅜	74½
" 1st mort.	92	....	....	....	....	92½
" 2d mort.	....	....	....	....	....	....
" 8s	106½	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	96	....
Missouri 6s	90	89⅞	....	90	90	89⅞
" H. & St. J. iss.	89	89	....	....	....	....
Morris and Essex	88⅞	89	89	89	89	89
" 1st mort.	....	....	102	102	....	....
" 2d mort.	....	....	99	99	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	102	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	92	91½	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	94¼	95½	95	95¼	94⅞	94½
" certificates.	90	90½	90½	90⅝	90½	89¾
N. York and Harlem	132	....	132	....	....	130
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	45¼	....	....	47
" new	....	23¾	24	....	....	....
Ohio and Miss.	35¾	36½	35⅝	35¼	35½	34⅜
" pref.	73	....	....	....	....	72¾
" 1st M.	....	....	97	97½	....	....
Pacific Mail S. S. Co.	41⅝	41¾	43⅜	43½	42	42⅞
Panama	63¾	67½	....	66	67½	68½
Phila. and Reading	98½	98¾	98½	98½	98¼	98½
Pitts., Ft. W. & Chi. gtd.	93¾	94	94	94½	94½	95
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	96	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	10	10¾	11¾	10¾	10⅜	10½
St. L., Alton & T. H.	32½	31	....	....	29	....
" pref.	56½	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	85	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	64⅝	64⅝	64⅝	64¾	
" new	64½	64⅝	64½	64¼	....	64½
Tol., Wab. & Western	51⅝	52	51½	51½	53½	52½
" pref.	....	76½	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	85	85½	....	....	....	....
" Equipment	....	....	....	....	....	....
Union Pacific	22	22	22	20⅞	17	18
" 1st mort.	77½	77½	78	79⅞	79	79
" L. Gt. 7s	68¾	70	72	72½	....	....
" Inc. 10s	69	71	72½	....	64	67
Virginia 6s, old	....	....	....	....	65	....
" new	....	....	....	....	61	60⅝

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	105½	....	....	....	....
U. S. 5s, 1874, coup	....	105½	105¾	....	....	....
U. S. 5s, 10-40s, coup	109	109	109	109⅞	109⅞	109¾
U. S. 5s, 10-40s, reg	109	....	....	109½	....	....
U. S. 6s, 1881, reg	112½	....	....	113¾	113½	....
U. S. 6s, 1881, coup	112½	112¾	112¾	113½	113¾	....
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	109¾	109⅞	110¼	110¾	110¾	110¾
U. S. 6s, 5-20s, reg. '64	109½	....	....	....	....	110
U. S. 6s, 5-20s, c. 1864	109½	....	109½	109⅝	110½	110½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	109¼	....	109½	....	110	109½
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	109
U. S. 6s, 5-20s, c. n. '65	108½	109½	108½	108½	108⅝	109
U. S. 6s, 5-20s, reg. '67	108¾	108½	108⅝	109	109	109½
U. S. 6s, 5-20s, c. 1867	108⅝	108½	108¾	109½	109	109¼
U. S. 6s, 5-20s, reg. '68	108⅝	....	109⅛	109½	....	....
U. S. 6s, 5-20s, c. '68	108⅝	....	109	109⅝	109½	109½
U. S. 6s, Pac.R.R.issue	110¼	110⅝	111½	111⅝	111½	111½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	38½	38⅝	....
Camden and Amboy	116	115¾	116⅝	116	116½	116¼
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	98½	....
.. 6s, 1883	....	....	....	....	....	97
.. 6s, 1889	....	94	....	....	....	....
.. mort. 6s, '89	....	96¼	....	96½	96½	96¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	39½	....	39½	....	....	....
.. 7s	....	....	91	....	91½	....
Lehigh Navigation	34⅝	34½	34½	34¾	34⅝	34½
.. 6s, 1884	....	....	....	85¼	85½	....
.. Gold L.	87½	....	87	....	....	88⅝
.. R. R. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60	60	60	60	60	60½
.. 6s new coup	....	....	....	....	94	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	43¾	43½
.. 7s	....	....	....	....	....	....
Minehill	51¾	....	....	....	....	51¾
Morris Canal	....	....	....	....	....	....
.. pref.	75	....	....	....	....	....
.. 1st mort	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	44¾
.. 6s, 1880	98	....	....	98	....	....
.. 7s	....	95	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	41⅝	....	....	....
Pennsylvania R. R.	62¼	62¼	62½	62½	62½	62½
.. 1st M.	....	....	....	....	101½	....
.. 2d M.	....	....	....	102½	....	....
Penn. State, 6s. 1st series	....	....	....	103¾	....	....
.. 6s, 2d series	104¾	....	....	....	....	....
.. 6s, 3d series	106½	....	....	....	....	106
.. 6s, W L.	....	....	....	....	....	....
Philadelphia City, 6s	100⅞	....	....	....	....	101
.. new	100⅝	100⅞	101	101	101	101¼
Philad., Germ. & Nor.	....	....	....	....	....	81
Phila. & Reading	49¼	49¼	49¼	49¼	49¼	49¼
.. 7s. 1893	....	105½	....	....	....	....
Philadelphia and Erie	....	27¼	27½	27⅝	28½	28½
.. 6s	....	....	....	93	....	93
.. 7s	87	87⅝	....	....	87⅝	....
Schuylkill Navigation	....	....	....	....	....	8⅝
.. pref.	17½	....	....	17½	17¼	....
.. 6s, 1882	74½	74½	75	75¼	75½	75¼
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	16	....	....	....	....	....
Hestonville, (Horse)	16	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	58	58½
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	23	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875	....	....	....	....	98½	....
.. 1886	95	95½	....	....	....	....
.. 1890	95½	95½	95½	96¼	96½	96¾
.. 1884	....	....	....	....	95¾	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	136½	137	....	....	....	....
.. bonds, 1875.	94	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	94½	....	....	....	94⅝
Marietta & Cin. 1st M.	95½	95½	....	95½	95½	95½
.. 2d M.	78½	78¾	78¾	....	....	....
Northern Central	41⅝	....	....	....	....	....
.. bonds, 1885	....	....	....	....	92½	....
.. .. 1900	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
Boston and Albany	....	153¾	154	....	155	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	150	....	....	150	150½	
Boston and Providence	....	152	....	....	151	
Boston, Hartford & Erie	....	....	....	....	....	
.. 7s, new	23½	....	23½	23	....	
Cheshire, pref.	....	86½	86	....	86½	
Concord	....	....	79	....	79½	
Connecticut River	....	....	....	....	....	
Eastern	120½	120½	....	120½	120½	120⅝
Fitchburg	136	....	....	136½	....	136½
Manchester & Lawr'ce	137	....	....	....	....	....
Michigan Central	118	....	117¾	118	118	118
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	89	89	....	89	....	89½
.. pref.	....	....	108½	109	108½	
Old Colony & Newport.	95⅞	....	95¾	95½	....	95¾
Ph., Wil. & Baltimore	51	51	51	51	50⅞	51⅛
Portl'd, Saco & Ports.	....	....	127	127	127	
Union Pacific	....	22¾	....	19	....	
" 6s	77½	76¾	77½	80	78½	78½
" Land Grant 7s	66¾	68	68	70	....	....
" Income 10s	63½	....	66½	71	62	62
Vermont & Canada	104	104	104	104	104	103¾
Vermont & Mass.	70	70	....	70	70	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	69¾	....	....	69⅞	
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Pittsburg	....	....	....	....	4½	
Quincy	20½x	....	....	20½	....	....

London Stock Exchange.

	Closing Prices. Jan. 6.	Jan. 13.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	65 — 70	65 — 70
Do. do., 2d mort., 1881	60 — 65	60 — 65
Do. Penn., 1st mort., 1877	65 — 70	65 — 70
Do. do., 2d mort., 1882	60 — 65	60 — 65
Do. Consol. 7 per cent. mort. 1890	28 — 29	28 — 29
Detroit and Milwaukee 1st mort. 7s	65 — 69	65 — 68
Do. 2d mort. 8 p. c.	65 — 69	65 — 68
Erie shares 100 dol. all paid	— — —	— — —
Do. sterlg. 6 p. c. convertible bonds	63 — 65	63 — 65
Do. 3d mort. 7 p. c. 1883	— — —	— — —
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	114 —115	109½—110½
Marietta and Cin. R. R. bonds 7 p. c.	— — —	— — —
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	92 — 94	93 — 95
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	90 — 91	90½— 91½
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	93 — 95	92 — 95
Do. with option to be paid in Phila.	93 — 95	92 — 95

American Railroad Journal.

Saturday, February 4, 1871.

Stock Exchange and Money Market.

Money has been offered with more freedom and has been quoted easier for the borrowing interests on the modified basis of 4@6 per cent. on call, and 7@8½ per cent. per annum, in the discount form. There has been a less urgent inquiry for aid from all sources, and at the close, the market was shaping toward cheaper rates. The city banks, last week, reported a lower range of averages throughout. The U. S. Sub Treasury showed, on the other hand, an increase of about 1⅛ millions in its currency balance, and of $351,044 in its specie reserve. Its receipts for the week, were $4,167,093 in coin, and $4,913,587 in currency; payments, $3,815,949 in coin and $3,801,178 in currency. Of its receipts, $1,770,965 were from customs. Included in its payments were $1,032,-124 of coin interest. The Treasury Department on Wednesday held a coin balance of $99,066,509, including $32,088,360 on account of outstanding coin-certificates; and a currency balance of $24,-827,789.

The specie reserve of the city banks according to the latest return is $27,420,445, against $40,-475,714 same time last year. The city bank deposits are now $211,105,665, against $210,-105,665 week ending Jan. 30, 1870. The legal tender reserve amounts to $49,491,039, against $56,782,168 same time last year. The circulation now stands at $31,848,342, against $33,712,282 same time last year. The loans are now $270,-280,370, against $260,324,271 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $85,681,992 a day, against a daily average of $94,773,069 the preceding week. The current week's exchanges average about 89½ millions a day. The city banks, last week reported a loss of $1,100,050 of specie, $584,365 of deposits, and $283,518 of legal tender notes. They reduced their loans $573,421; and their circulation, $139,992.

National Bank notes to the amount of $219,548 were issued last week by the Treasury Department. Deducting from the grand total issue to 1741 banks the currency returned, including worn out notes, amounting to $36,620,987, the existing 1,636 banks, (with an aggregate capital of $430,299,301,) retain an actual circulation of $306,554,748. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $349,365,900; and for the public deposits, $15,774,500—making a total of $365,140,-400. The Treasury Department last week redeemed and destroyed $699,200 of worn and mutilated fractional currency, and issued $388,285 of new.

The U. S. Sub-Treasury, last week, increased its coin balance $351,044, and its currency reserve $1,112,409. On Wednesday of this week, it closed with a balance of $9,725,868 in currency, and $69,391,685 in coin, against a balance a week previous of $7,120,615 currency, and $61,096,519 coin.

The U. S. Sub-Treasurer retired, last week, $1,-589,964 of coin certificates, received for customs.

The aggregate receipts of the U. S. Sub-Treasury in January were $70,100,888, including $12,-326,929 from customs; aggregate payments, $76,-344,100, including $16,666,108 of coin interest.

The U. S. Sub-Treasurer issued in January $9,298,500.

The Gold speculation has been more active, and the price has been advanced to 111⅜. It has been assumed that the closing of the Franco-Prussian War would lead to the withdrawal of considerable amount of foreign capital, now here; and a consequent increase in the outflow of specie. On this assumption, the speculative operations have been more confident. The latest quotation on Wednesday was 111⅛ against 110⅝ the preceding Wednesday. The export drain last week was only $197,089. On Wednesday of this week, the specie shipments were $894,457. The customs call, which was light last week, has been up to an average of nearly half a million a day, thus far, this week.

Under the February programme of the Treasury Department, Government will sell four millions of Gold, during the month, as follows: Thursday, February 2, $1,000,000; Thursday, February 9, $1,000,000; Thursday, February 16, $1,000,000; Thursday, February 23, $1,000,000. And buy in eight millions of Five Twenties as follows; Wed-

nesday, Febuary 1, $2,000,000; Wednesday, February 8, $2,000,000; Wednesday, February 15, $2,000,000; Wednesday, February 22, $2,000,000.

The Gold Exchange Bank-clearances were up to 46⅝ millions on Tuesday.

The export drain was $197,089 last week against $1,366,708, same week preceding year. The shipments since July 1, 1870, have been $13,104,-255, against $19,338,944 same time in 1869–'70.

The customs demand for Gold last week, averaged $295,161 a day; thus far, this week, it has averaged $522,000 a day, or equal to a weekly aggregate of $3,132,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $11,142, and since Jan. 1, 1871, $170,558, against $1,521,206 same timé in 1870. The total customs revenue of the Government, in coin, at this port, since July 1, 1870, has been $82,052,988, against $74,472,206 same time in 1869–'70.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt since July 1, 1870, $59,856,204 against $61,218,851 same time in 1869–'70.

Foreign Exchange has been in fair demand and quoted firmer, but closed tamely. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109½; sight bills on London, 110¼@110⅜.

Government securities have been more freely purchased, largely for investment purposes, at advanced and buoyant prices. The offerings of bonds have been comparatively limited in the open market. The announcement of the enlarged amount to be bought in by the Treasury Department, under the February programme, favorably influenced values.

On Wednesday, Government bought in two millions of Five-Twenties at 108 36@108 77, ex-interest. The amount of bonds offered was $5,230,800.

U. S. sixes of 1881 closed here on Wednesday of the current week at 113½@113⅝; U. S. Five-Twenties of 1862, 110⅝@110¾; U. S. Five-Twenties of 1864 at 108⅛@110¼; U. S. Five-Twenties of 1865, 110⅛@110¼; U. S. Five-twenties of 1865 consolidated, 109@109⅛; U. S. Five Twenties of 1867, 109⅛@109¼; U. S. Five-twenties of 1868, 109½@109¾; U. S. Ten-forties at 109½@109¾; U. S. Six per cent. currency bonds, 111⅜@111½.

State bonds have been in moderate demand, at fairly supported prices.

Railway bonds have been in better demand at generally stronger prices. Central Pacific Sixes have been selling more freely, closing at 91⅜@91½. Chesapeake and Ohio Sixes have been in moderate demand at 90 and interest. Union Pacific Sixes have been quoted up to 79@79¼.

Railway and miscellaneous share property has been moderately active, at variable prices, closing with rather more steadines. Union Pacific stock has been quoted at 19@19⅛. Western Union Telegraph closed at 46¾@47.

Government business has been less active, and values of produce closed weak, in most instances. Foreign goods have been quoted firm. Middling upland cotton closed on Wednesday at 15⅝ cts. per lb. The receipts at all the ports, since Sept. 1, 1870, have been 2,130,971 bales, against 1,697,384 bales same time in 1869–'70; exports same time 1,332,929 bales, against 928,787 bales same time in 1869–'70; stock on hand at latest dates, 565,550 bales, against 469,906 bales same date 1869.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 16.	Jan. 24.	Feb. 1.
Consols	92⅛@92⅛	92½	92
U.S. 5-20's of 1862	90¼@90¼	90⅛	90¾
U. S. 5-20s, 1865	89⅛@89⅛	89¾	90⅛
" 1867	88⅝	88⅞	89¼
" 10-40s	88@88½	88¾	89¼
Erie	—	18⅞	18½
Ill. Central	—	110	110
At. and Gt. West	—	27½	29

At the Live Stock markets, this week, Beeves have been moderately inquired for at from 9½@15½c. per lb.; week's receipts, 5,490. Milch cows quiet at $40@$110 each, receipts, 34. Veal calves in demand at from 5@12½c. per lb.; receipts, 873. Sheep continue in moderate request at from 5@8½c. per lb.; receipts, 20,669. Swine in good demand at 8½@9c. per lb., all live weight; receipts, 10,398.

Ocean freights have been firmer, and somewhat brisker. For Liverpool we quote flour at 2s. 6d. by sail, and 3s.@3s. 3d. by steamer per bbl.; grain at 6½d. by sail, and 7d.@7¼d. by steamer per bushel; cotton at $\frac{9}{32}$@$\frac{11}{32}$d. by sail and $\frac{5}{16}$@$\frac{7}{16}$d. by steamer per lb.; and heavy goods 17s. 6d.@30s. by sail, and 25s.@45s. by steamer, per ton.

The following will show the exports (exclusive of specie) from New York to foreign ports or the week ending January 31st, and since the beginning of the year:

	1870.	1871.
For the week	$3,822,470	$2,636,581
Previously reported	10,852,856	18,704,182
Since Jan. 1	$14,675,326	$21,340,763

The imports for the week ending Jan. 28, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,917,159	$3,109,101
Gen. merchandise	3,129,245	6,596,603
Total for the week	$5,046,404	$9,705,704
Previously reported	8,910,413	11,231,326
Since January 1	$13,956,817	$20,937,030

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mountain, 1st mort., 86½; Toledo and Wabash 1st mort. St. L. Div., 80; Buffalo, New York and Erie 1st mort., 90; Pacific 7s, guar. by Mo., 96⅜; Cedar Falls and Minn. 1st mort., 81; Ohio and Miss. consol. bonds, 86¼; New York and New Haven R. R., 142½; do. scrip, 132; New Jersey R. R., 118; N. J. Central Land Scrip, 81; Albany and Susq. R. R., 87½; do. 2d mort., 90; Georgia 6s, 81½; do. 7s, 88; do. 7s, gold, 94⅜; South Carolina 6s, new, Jan. and July, 59½; do., April and Oct., 61¾; Alabama 8s, 99½; North Carolina 6s, Special Tax, 19; do. Fund Act, 1866, 37¾; Lousiana 6s, 68; do. Levee bonds, 72; Arkansas 7s, issued to L. R. and Ft. Smith R. R., 57½; New York State 7s, Bounty Loan reg.. 106; Western Union Telegraph, 46⅜; do. 7s, 95; Quicksilver pref., 14½; Adams Exp. Co., 67¼; Am. Mer. Union Exp., 44; U. S. Exp., 42; Wells Fargo Exp., 39; Consol. Coal of Md., 24; Cumberland and Iron, 30; Spring Mt. Coal, 40; Brooklyn 6s, Water Loan, 92½; Smith and Parmalee gold, 0.81; Bates and Baxter gold, 0.28.

Philadelphia.—West Jersey R. R. 6s, 90; do. 7s, 97½; Wyoming Valley Canal 6s, 75; Oil Creek and Allegheny River R. R., 46½; do., 7s, 82; Warren and Franklin 1st mort., 84¾; Schuylkill Nav. 7s, Boat Loan, 81; Phila. and Reading 6s, 1886, 98¼; Camden and Atlantic 1st mort., 95¼; Belvidere Delaware 3d mort., 87; Penna. R. R. Gen'l mort. reg., 95¾; do. coupon, 94¼; Wilmington and Reading 7s, 93½; West Chester R. R. 7s, 95; Phila. and Trenton R. R., 115⅝; Chesapeake and Delaware Canal, 36; Pennsylvania and New York Canal, 7s, 92½; Penna. State 5s, coupon, 104; St. Nicholas Coal, 2¼; N. Y. and Middle, 5½; Buck Mountain Coal, 30. The latest quotations are: City 6s, 100⅞@101⅛; do. free of tax, 101⅛@101¼; State 5s, coupon, 104@104½; do. 6s, W. L., 106@—; do. 1st series, 103@104; do. 2d series, 104@105; do. 3d series, 106@—; Reading, 49⅛@49¼; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 95@97; Camden and Amboy, 116½@117; do. mort. 6s, 1889, 95¾@96½; do. 1883, —@95; do. 1889, 93@94; Penn. R. R., 62@62⅛; do. 1st mort., 101@102; do. 2d mort., 102@103; do. Gen'l mort. coupon, 94¼@95; do. reg., 95¾@96; Little Schuylkill R. R., 43¼@43½; Morris Canal, 32@—; do. pref., 70@—; do., 6s, 82@88; do., scrip 7s, 79@85; Susquehanna Canal, 6½@8; do., 6s, 47@50; Schuylkill Nav., 8¼@8½; do. pref., 17¼@17½; do. 6s, 1882, 75@76½; Elmira and Williamsport pref., 39¾@40; do. 7s, 1873, 91½@92; do. 5s, 60@60; Lehigh Coal and Navigation, 33⅝@33¾; do. 6s, 1884, 84½@85; do. R. R. Loan, 90@90½; do. Gold Loan, 88@88¾; North Pennsylvania, 44½@—; do., 6s, 98@99½; do., 7s, 94½@95½; do. Chattle 10s, 113@—; Philadelphia and Erie, 27⅞@28; do., 6s, 92¾@—; Minehill, 51@51¾; Catawissa, 10@15; do. pref., 38¼@38½; Lehigh Valley, 60⅛@60¼; do. 6s, 95@96; do. 6s, reg., 102@103; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 58@60; Thirteenth and Fifteenth, 22¾@23½; Spruce and Pine, 25@25½; Green and Coates, 42¾@45; Chestnut and Walnut, 45@—; Hestonville, 16@16; Union, 50@—; Germantown, 30@30½.

Boston.—Eastern R. R. 6s, 1874, 100; Ogdensburg and Lake Champlain Equipment 8s, 103; Rutland R. R., 45; do. pref., 82; do. 7s, new, 80; Vermont Central 1st mort., 87⅞; do. 2d mort., 41; Cincinnati, Sandusky and Cleveland R. R., 24¾; do. 7s, 80; Missisquoi R. R. 7s, 82½; Michigan Central 8s, 1890, 107¼; Vt. Central and Vt. and Canada 8s, 102¾; Stanstead, Shefford and Chambly 7s, 1887, 84; Central Pacific 7s, 1884, 107¼; Old Colony and Newport 6s, 1875, 97¾; Agricultural Branch 1st mort. 6s, 1884, 84¾; Mansfield and Framingham 1st mort. 7s, 92½; Cedar Rapids and Missouri 7s, 1916, 86¾; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 93¾; Jackson, Lansing and Saginaw 8s, 1885, 95; Atchison, Topeka and Santa Fe 1st mort. 7s, 1899, 80; Essex R. R. 6s, 1876, guar., 96¾; Missouri River, Fort Scott and Gulf 10s, 101½; Hannibal and St. Joseph 8s, 100¼; Summit Branch, 39½; Norwich and Worcester, 113½; Indianapolis and Cincinnati R. R., 7¼; Connecticut and Passumpsic Rivers pref., 88½; do. 6s, 1876, 96; Portsmouth, Great Falls and Conway R. R., 110; Eastern (N. H.) R. R., 115⅛; Boston Water Power Co., 24; Cary Imp., 8⅜; Maine 6s, 1889, 100⅛; Massachusetts 6s, 1875, gold, 105; do. 5s,

1894, gold, 95½; Connecticut 6s, 1882, 99¼; New Hampshire 6s, 99; Boston 6s, 1880, currency, 101; Lynn 5s, 1882, 88⅛; Cambridge 5s, 1882, 88⅛; Portland 6s, 1886, 94¾; Bath 6s, 1891, 89¾; Chicago 7s, 1895, 98¼; do. 7s, River Imp., 98; St. Louis City 6s, 1886, 86¼; Cook Co., Ills., 7s, 97½; Quincy, Ills., 6s, 1882, 63½; Weymouth town 5s, 1875, 96½; Dorchester town 5½s, 1872, 99; Allouez Mining Co., 1½; Hecla, 135.

Baltimore.—Maryland Defense Loan, 103; do. 6s, 1890, 97; Virginia 6s, old, reg., 50; do. 1866, 60½; Baltimore City 5s, 82; Memphis City 6s, 50¾; Pittsburg and Connellsville bonds, 90½; Orange, Alex. and Manassas bonds, 76; Virginia and Tennessee 8s, 82; Central Ohio 1st mort., 86¼; Western Maryland 2d mort. guar., 88½; Baltimore Copper, 5. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¼@90¾; Baltimore and Ohio, 133@145; do. 6s, 1875, 94@94; do. 1880, 94@95; do. 1885, 94½@95; Northern Central, 41@41¼; do. 6s, 1885, 92@92½; do. 1900, 89@90; do. 6s, 1900, gold, 92@92; N. W. Va. 1st mort., 95@97½; do. 2d mort., 95@—; do. 3d mort., 1885, 88@90¼; Marietta and Cincinnati 7s, 1892, 95@95½; do. 2d mort., 79⅛@80; Central Ohio, 26½@28; do. 1st mort., 86@86½; Western Md. 6s, 1890, 76@80; do. guar. by Baltimore City, 93@93; do. 2d mort., guar., 88½@88½; do. 6s, pref., 59@60; do. 6s, guar., by Washington Co., 80@80¾; Richmond and Danville bonds, 76@76½; Orange and Alexandria 1st mort. 6s, 84@86; do. 2d mort., 6s, 74@74½; do. 3d mort., 8s, 84@84; do. 4th mort., 8s, 78½@80; Orange, Alex. and Manassas 7s, 75⅞@76; Virginia and Tennessee 8s, 79@79½; do., 6s 1st mort., 80@81; do. 6s, 2d mort., 70½@72¾; Baltimore 6s, 1875, 97@97; do. 1884, 96@96½; do., 1886, 96¼@97; do., 1890, 97@98; do., 1893, 97@98; do., 1900, 95@96; do. 5s, 1838–'70, 80@82; Memphis City 6s, 50½@51; Maryland Defense Loan, 1883, 103@103; City Passenger R. R., 20@21; George's Creek Coal, 59½@62.

St. Croix and Penobscot Railroad.

At the annual meeting of this company held at Calais, Me., on the 16th ult., George M. Porter, E. A. Barnard, H. N. Hill, John McAdam and W. W. Sawyer, were elected directors for the current year, and Samuel Black Treasurer. The capital stock of the company paid in is $100,000. Debt, $246,700. Available resources, after providing for dividend and interest on the funded debt, $20,035. Earnings for 1870, $83,429. Net earnings, $35,531. A dividend of four per cent. on the capital stock has been made.

☞ The Camden and Amboy is said to be the first railroad to undertake the transportation of goods in bond according to the new regulations of the Secretary of the Treasury. It will commence the business at once, being already equipped with the little cars for transporting goods that arrive in small invoices.

☞ RAILROAD BONDS.—Whether you wish to buy or sell, write to CHARLES W. HASSLER, 24 Broad Street, New York.

☞ We are requested to call attention to the Circular of MR. RUFUS HATCH, advertised in another column.

Railroads in Peru.

Late advices from Peru show that the Republic is in a state of great excitement on the subject of railways. The President, with a large number of the principal citizens of Lima, lately went to Arequipa to witness the inauguration of the railroad lately built, connecting that city with the coast. Festivals of the most elaborate kind were in preparation, the municipal government and Mr. Meiggs, the great railway contractor, were vieing with each other in doing honor to the magnates of the Peruvian capital.

Other railroads are announced as in contemplation; and, in the case of that intended to connect the port of Pascamayo with Cajamarca, the contract reads that "the line is to be concluded in two years, to be reckoned ninety days after treaty of peace between France and Prussia shall have been signed." This is curious, as showing the wide extended influence of the war in Europe, of which we are at last beginning to see the end.

Worcester and Nashua Railroad.

At the annual meeting of the stockholders of this company at Worcester, Mass., on the 26th ult., the following gentlemen were unanimously elected directors for the ensuing year: Francis H. Kinnicut of Worcester, Stephen Salisbury of Worcester, Jacob Fisher of Lancaster, Thomas Chase of Nashua, Asa F. Lawrence of Groton, Francis H. Dewey of Worcester, Alexander H. Bullock of Worcester, Calvin B. Hill of Nashua, J. Edwin Smith of Barre. It was unanimously voted to accept of an act of the Legislature approved March 17, 1870, authorizing the construction of an additional track over the road, and also to subscribe for $200,000 in the capital stock of the Nashua and Rochester Railroad Company.

☞ Mr. L. W. Robbins, Chief Engineer of the Chicago, Danville and Vincennes Railroad, is now at work in Vermillion County, Ill., running the line from Rossville to Danville. The Terre Haute and Danville Road, which will connect with the first-named road some where below Danville, at the Indiana line, is completed from Terre Haute to Newport, about 26 miles from Danville, and 12 miles more is ready for the iron, to Perrysville, Indiana.

☞ The shipments of iron ore over the Marquette and Ontonagon railroad in 1870 were 435,249 tons; and of pig iron, 27,399 tons—total, 462,648 tons. The shipments of iron ore over the Peninsula Division of the C. and N. W. R. R. were 411,952 tons; and of pig iron, 8,515 tons—total, 420,467 tons.

☞ Much energy is displayed in pushing forward the work on the Frederick and Pennsylvania Line railroad; and it is confidently anticipated by its friends that the road will be fully completed, equipped and in running order some time during next summer, probably by the fourth of July.

☞ The stockholders of the Little Miami Railroad Company have re-elected the old board of directors with the exception of Henry E. Spencer, who was chosen instead of John Bacon, deceased.

☞ The Central (copper) Mining Company will pay $2.50 per share, February 7.

☞ The gauge of the Ohio and Mississippi Railroad is to be changed to four feet nine inches.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH,

BANKERS AND DEALERS IN GOVERNMENT SECURITIES,

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NEW YORK, Feb. 3, 1871.

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Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES—PUBLIC CROSSINGS—CATTLE INCLOSURES.

The facts in the late case of McPheeters *vs.* The Hannibal and St. Joseph Railroad Company (45 Mo., 22,) are fully and clearly stated in the following opinion by

WAGNER, J.—The first question which will be considered is the motion in arrest, made by the appellant, which brings up the sufficiency of the petition. This action was for negligently killing a cow by the locomotive and train on appellant's road, at a public crossing within the corporate limits of the City of Palmyra. The averment in the petition is that the "defendant, by its servants and agents, carelessly and negligently caused one of defendant's locomotives, with a train of cars attached thereto, to strike a milch cow, the property of plaintiff," etc. The allegation is that the act was done carelessly and negligently, and that is sufficient. Negligence, is a question of fact, and, under a general averment of negligence in running a train and causing an injury to be done, it is competent to introduce any testimony having a tendency to support the charge.

It has been expressly decided in this Court, that a petition against a railroad company, which states that the defendant, while running its locomotive, etc., negligently struck the cattle of the plaintiff, etc., shows a good cause of action at common Law (Garner *vs.* Hann. and St. Jo. R. R. Co., 34 Mo., 235). The petition was, I think, sufficient, and the Court therefore committed no error in overruling the motion.

As the injury occurred at a public crossing, in the streets of a town, and not where it was incumbent on the company to erect a fence, there could be no recovery without proof of actual negligence. (Meyer *vs.* N. M. R. R. Co., 35 Mo., 352.) But the question of negligence is peculiarly and exclusively for the jury to determine, and it is hardly necessary to again repeat what has so often been held by this Court, that if there is any evidence to sustain the verdict we will not interfere. It is true the employees of the railroad swore that there was no negligence, but what weight or credibility should be attached to their testimony was for the jury, who heard them detail their evidence and could form a much more accurate opinion than we could pretend to. It is admitted on all sides that the train was running at full speed at the rate of ten or twelve miles an hour, the usual speed of freight trains, and it is questionable whether such a rate at a public crossing in a town, where people are continually traveling and stock crossing, ought not of itself to be held negligence. At any rate, this, in connection with other circumstances, was proper for the consideration of the jury, and from which they might reasonably infer negligence.

So far as the evidence is concerned, there is nothing calling for the revisory action of this Court, and the only question is whether there was any error in the instructions. The plaintiff asked, and the Court gave, but two instructions at his request. The first declared that the defendant, its servants and agents in the control of its train were bound to use reasonable care and diligence in the management of its train to avoid doing injury to stock in crossing of public streets and highways. The second directed the jury that if they believed, from all the facts and circumstances proved in evidence, that the defendant, its servants and agents, could, by the use of reasonable care and diligence, have avoided injuring the plaintiff's cow, they ought to find a verdict for the plaintiff.

The Court, on motion of the defendant, gave the following instruction: "The defendant is not liable for damages for the injury or killing of horses, cattle or other animals, by one of its locomotives, engines or cars attached to it on the crossing of the public street in a city or town, unless the employees or agents conducting and managing such locomotive engine or cars attached to it were guilty of negligence."

I see nothing objectionable in the instruction of the plaintiff, but when coupled with the one given for the defendant, the whole law applicable to the case was fully and fairly submitted, and there was no ground left for complaint. Defendant further asked the Court to instruct the jury that if the plaintiff voluntarily suffered his cow to go at large in the public streets, with no one to take charge of her, and to stray upon the track at a time when cars were passing, then he was guilty of carelessnes, and could not recover for injuries done to the cow, unless such iniuries were occasioned through the gross negligence of the agents and employees conducting and managing the locomotive and train. This instruction the Court very properly refused. It is the law in England, and in some of the densely populated States in this Union, that the owners of cattle shall keep them inclosed, and if they stray therefrom they are trespassers, and the owners are guilty of negligence. But such is not, and never was, the common law in Missouri.

It is opposed to the policy of the State in its present condition, and whenever it has been attempted to be enforced, it has met with resistance and condemnation. The question was elaborately considered in Gorman *vs.* Pacific Railroad, 26 Mo., 441, and it was there held that the owner of cattle is under no obligation to keep them on his own premises.

The counsel for the appellant seems to lay great stress on the assumption that gross negligence should be proved before the defendant could be held liable. The word "gross" has been frequently used by judges in discussing this question, but I deem it wholly unnecessary. In England, it is now the course of adjudication and definitely decided, that there is no difference between negligence and gross negligence, the latter being nothing more than the former, with the addition of a vituperative epithet. (Gill *vs.* Iron Screw Collier Co., 12 Jur. N. S., 727.) The question is actual negligence, and if they they found that it is sufficient. Further complaint is made that the Court refused the fifth and last instruction asked for by the appellant, because it was offered out of time. The Court has a standing rule that all instructions shall be submitted and passed upon before the argument of counsel commences. The other instructions were all passed upon and the respondent's counsel was addressing the jury, when the appellant desired the last instruction to be given. There was nothing wrong in the action of the Court; the rule was proper enough, and that it was adhered to and enforced is not a matter for our intervention. But were it otherwise, it would make no difference in the final disposition of this cause, as the instruction, was wholly useless, the substance having been previously given. There is no error in this record, and I advise the affirmance of the judgment.

Judgment affirmed: The other Judges concur.

☞ RUFUS HATCH'S CIRCULAR NO. 3.

FRAUDS IN RAILROAD MANAGEMENT.

CHICAGO AND NORTHWESTERN RAILROAD.

The waterings in this great concern have been equally excessive, though of a different character, from those described in the previous circulars. A direct one, however, of $6,030,500 was made at the time of its consolidation with the Galena and Chicago, the holders of stock in the latter being allowed two shares for one previously held, "to equalize values"—a phrase greatly in vogue with the self-constituted tax-gathers who now control and levy their contributions upon all our great avenues of trade. The natural and equitable mode would have been to equalize *down* instead of *up*, as the shares of the Northwestern at the time were comparatively worthless, while those of the Galena and Chicago commanded only *par*. But a *square* consolidation would have left no plunder—the sole inducement thereto—in the hands of the parties manipulating it.

The great waterings in this road have been effected through the leases of other lines. The most important of these was that of the road from the Mississippi to the Missouri River, through Iowa, a distance 353 miles, and owned by two corporations—the Chicago, Iowa and Nebraska owning the link of eighty-one miles from the Mississippi River to Cedar Rapids, and the Cedar Rapids and Missouri River Company owning that from Cedar Rapids to the Missouri, a distance of 272 miles. This line had a land grant of 1,422,109 acres. A party of shrewd operators got hold of this line, and set themselves at work to get this magnificent domain into their own hands, and, *at the same time, to get rid of the road that had to be built to secure it.* This interesting problem was solved in the following manner: The managers of the Chicago and Northwestern agreed to take a lease of the two roads, *without* the land, paying 47½ per cent. of the gross earnings (afterward reduced to 37½ per cent.) of the Chicago, Iowa and Nebraska Road, and $1,750 per mile upon the Cedar Rapids and Missouri River Road, up to the 1st of January, 1871, and thereafter at the following rate: To pay $700 per mile of the $1,500 per mile first earned, 33⅓ per cent. of the $3,000 next earned, and 20 per cent. upon all earnings in excess of $4,500 per mile. The rental of the first named road the past year was $557,450, the proportion of gross earnings paid being 42½ per cent., the reduction from 47½ to 37½ per cent. taking effect for six months of the fiscal year only. At the same rate of gross earnings, the rental (37½ per cent.) the present year will be $492,270, the gross earnings of the past year being $1,312,710. The gross earnings of the Cedar Rapids and Missouri River Road for the past year were $2,106,476. The total for both lines was $3,419,186. The earnings per mile of the Cedar Rapids and Missouri River Road the past year were $7,744. At this rate, the rental for the present year will be $2,318 per mile, or a gross sum of $638,656. The total rental of the two lines, consequently, will be $1,130,926. The capital of this rental, at 7 per cent., is $16,157,375. This transaction is known as the Blair & Ames *grab*.

Now, the cost of this line to the parties holding the same could not have exceeded $20,000 per mile, or a gross sum of $7,060,000. The rails were laid, and bridges built—this is about all. There were no equipments, and no accommodations for business, except those supplied by the lessees. The rails laid on the greater portion of

it were only 45 pounds to the yard, and had to be replaced soon after the lessees had come into possession of it. The profit paid to the parties constructing it, consequently, was $9,097,375. The cost of this road to the lessees—that is, the capitalized rental—is $45,771 per mile. It would require an expenditure of $20,000 per mile, in addition, upon it, in construction and equipment, since they came into possession of it, to bring the road to its present condition. This sum brings up the cost to $65,771 per mile, or up to a total of $23,115,163. The interest on this sum, at 7 per cent., is $1,618,061.

The capital account for the leased roads, as stated by the respective companies, amount to $20,846,500—that of the Chicago, Iowa and Nebraska being $4,726,300—made up of $3,916,300 of Stock and $810,000 of bonds; that of the Cedar Rapids and Missouri River being $15,620,000, and made up of $8,000,000 of stock and $7,620,000 of bonds.

The land grant to the Iowa lines was 1,422,109 acres. Of this quantity, certificates for 1,200,000 acres had been issued more than a year ago. These lands, at the low valuation of $7 per acre, are worth $8,400,000. The value of these lands, added to the unquestioned profit from the construction of the road, make a total of $17,097,275. This sum measures the profit that one party made out of this affair in the course of a very few years.

Another example, of the same kind, was that of the Winona and St. Peter's Railroad, of Minnesota. A party got hold of this line, built the road, took the land and then turned over the road, *without the lands*, to the Chicago and Northwestern, at about $35,000 per mile, or nearly twice its cost. The road had no connection whatever with the Chicago and Northwestern. It did not, in fact, come within 100 miles of any portion of the road of the latter company. A lease might just as well have been taken of a road upon the Pacific Coast. The Winona and St. Peter's line ran through an unsettled country and could not for years be expected to pay a remunerative return on its cost. In addition to the rental paid, the Northwestern had to complete and equip it, carrying the cost of the line to this company up, probably $40,000 per mile. The land grant to the Winona and St. Peter's Company was 1,410,000 acres. Of this vast grant 342,376 acres had been confirmed to it on the first day of July, 1869. The value of the lands acquired equals $2,396,632. Assuming the profits of construction to have been $15,000 per mile for 126 miles, the aggregate was $1,890,000. The total profit, both from lands and construction, was $4,286,632. This affair is known as the Barney *grab*.

Another example in kind was that of the Peninsular Railroad of Michigan—a land-grant road, entitled to 346,880 acres, of which 218 880 acres had been certified to the company on the first day of July, 1869. The road was built and consolidated with the Northwestern, *without the lands*, at a rate of about $40,000 per mile. The length of this road is seventy three miles. Its cost to its projectors was about $20,000 per mile. The profit on construction was about $1,460,000. The value of its land grant, at $7 per acre, was $1,532,169. The profits of the transaction, consequently were $2,992,160. The Peninsular Road had no connection whatever with the Northwestern, nor did it come within fifty miles of any portion of the line of the latter. This is known as the Ogden & Tilden *grab*.

The total amount of lands already ceded to the three companies whose roads are leased to the Northwestern, amounted on the first day of July, 1869, to 1,763,256 acres. Their value, at $7 per acre, is $12,328,792. Large additions are to be made to the present cessions. The profits arising from the construction of the roads could not have been less than $12,447,375. The profits, so far, to outsiders, on the three lines, have been $24,776,163. The *inside* profits have been $8,840,650. to wit: The waterings in favor of the Galena and Chicago of $6,030,500 at the time of the consolidation, and $2,810,110 of scrip dividends paid in 1868. The total profits have been $33,616,777, as shown in the following tabular statement:

Roads.	Waterings.	Profits of construction.	Profits on Land Grants.
Chicago and N'thwestern	$8,840,510	.....	.....
Chicago, Iowa & Nebraska / Cedar Rapids & Missouri.	.....	$9,097,375	$8,400,000
Winona and St. Peter's	.....	1,890,000	2,396,632
Peninsular....	... ..	1,460,000	1,532,160
	$8,840,510	$12,447,375	$12,328,792

What was the motive that induced the Chicago and Northwestern Company to make contracts so destructive to its own interests, and without gaining any advantage from the land grants to leased lines? The leases were the product of gross corruption or folly; it hardly matters now which. Suffice it to say, it was a gross perversion of a most sacred trust, for which perversion the public are paying bitterly. They, paying on the roads at double cost, have derived no advantage whatever from the grants so munificently made. These grants should in all cases have been made the basis of the securities issued by each company. The proceeds of their sales should have retired these securities, reducing in an equal degree the cost of the roads, with a corresponding reduction in the charges for transportation. By the time the lands were sold, the reduction in the amount of the securities issued would have equalled such proceeds, or the sum of $12,242,792. The annual interest on this sum is $856,995. This sum would have been the annual gain to the commerce of the country had these lands been applied, as they should have been to the construction of the roads.

Another course might have been taken—that adopted in the case of the Illinois Central. That Company was required to pay 7 per cent. of its gross earnings, annually into the State Treasury as the price of the transfer of the land grant to the Company. This percentage yields the State some $600,000 annually. A great evil necessarily results from severing land grants from the railroad to which they are made. If retained by the owners of the road, the latter have every motive to encourage their occupation, as the means of creating a traffic. They would offer the lands at low rates, and on long credits, and give every facility and indulgence possible to the settlers.

These lands are now wholly held—Irish fashion—by absentees, or speculators, greatly to the injury of the railroads and to the interests of the people who demand cheap lands and speedy settlement. But, from the extravagant prices asked, these land grants are still vast wastes, and are likely for years to remain so. They cost their owners nothing: on the other hand, their owners made vast sums by the construction of the roads by which the lands were acquired. They, consequently, can hold them till they realize the extravagant price demanded for them. When sold, they are to be paid for by the labor of the pioneer, and not by the capital of the rich.

The total amount of the capital and debts of the two companies, on the 1st day of June, 1864, when the consolidation went into effect, was $30,514,000. The length of line then in operation was 609 miles. Its cost per mile was $50,098. The capital account of the company on the 1st day of June, 1870, the date of the last annual report, was $51,108,591. The capitalized rental of the leased roads was $16,157,375. The total capital account of the company, consequently, was $67,265,966. The present length of line owned and leased by the company is 1,156 miles. The cost per mile is $58,200. The increase of the capital account in six years has been $36,751,966, or at the rate of $6,125,327 annually. The increase of mileage has been 507 miles. The cost per mile has increased from $50,098 to $58,200.

The above statement does not include the Winona and St. Peter's road, whose 7 per cent. bonds are guaranteed by the Chicago and Northwestern, nor the several lines which the company are now building, such as the Trempeleau, whose bonds pay ten per cent. interest, the Iowa Midland, whose 8 per cent. bonds have recently been *privately* negotiated: and the line from Madison to La Crosse.

[The directors in the Chicago and Northwestern Railroad, as in the Erie, are elected for one, two and three years. It is due to some of the present board to state that they were not parties to these original land grant swindles.]

The examples that have been cited in this and the previous circulars show how universal have been the corruption in the management of our railroads. These all result in an excessive cost of the works, and fall, in the end, wholly upon the people. Upon such costs dividends and interest are sought to be paid by excessive rates of charges. The people, consequently, suffer just in ratio as those preying upon them grow rich.

Since writing the above circular I have been favored with a communication signed by Samuel Barton, and addressed to "holders of the capital stock and *consolidation* certificates of the New York Central and Hudson River Railroad." Mr. Barton is a near relative of Commodore Vanderbilt, and unquestionably speaks by authority. By him I am charged with wilful falsification, from pecuniary motives. I disclaim, utterly, having any interest whatever, directly or indirectly, in New York Central Stock or Scrip, nor have I had for a long time. Mr. Barton's role is that of the lawyer who said "he had no evidence to offer in defence, but should proceed to abuse the plaintiff to the best of his ability." I stated tha of all the waterings not a dollar went into the road. This is denied. Commodore Vanderbilt might as well have denied the issue of the certificates themselves. The public have a right to ask you how much money you paid for the millions of certificates issued to yourself. If you paid nothing, did the recipients of your bounty, and who were in your secret, pay anything? If nothing was paid, then these certificates were a *Stock Dividend*, and, such being the case, have you paid the five per cent. Government tax on them? Is anything received on these certificates by way of dividends? If so, how much, and who pays? By what authority did you and your Board, summoned by your warrant to a midnight session, place a perpetual mortgage of $44,428,330 upon the commerce of the country, without the equivalent to the public of a dollar? All this, Commodore, was done at your behest.

In your defence, you cite your management of the Harlem, *another most oppressive monopoly*. I did not refer to it, reserving it for another circular. But as you have brought it in, will you answer a few questions here? Did you not, while a trustee, issue to yourself a large amount of its bonds at fifty per cent. on the dollar? Have you not, since assuming control of this property, advanced the tariff on *milk* from a half to 1½ cents per quart—a 300 per cent. additional freight tariff on one item alone? Is this the way you have stamped your *individuality*, *economy* and *genius* upon the Harlem Road?

Mr. Vanderbilt has had charge of the New York Central Road for three years. According to Mr. Barton, and the sworn statement of the officers of the road in 1867, he has, in that time, added only three locomotives to the number in use prior to 1867. In a future circular I propose to show the exact value of the improvements he has made on this line since obtaining control of it, and the amount of additional stock he has issued and received the money for.

Mr. Barton insists upon Mr. Vanderbilt's *wonderful abilities* as a railroad man. No one denies this. But with his *untold millions before he had any thing to do with the New York Central*, would it not have been more graceful and meritorious in him to have turned his transcendant abilities to the *reduction* of the cost of transportation, and to alleviate the burdens that now press so heavily upon the commerce of the country, and upon

labor? That the *stockholders* have no cause to complain of Mr. Vanderbilt's management is too evident to have needed the proof Mr. Barton deduces, but it is the *people*, and not their servants, who should reap the benefits resulting from such good management. *They* create the trade of these great highways, and as that trade increases it is not a *corresponding increase of script capital, but a corresponding reduction in freight charges*, that they whom the roads are built and run to serve, have a right to expect. ***

List of U. S. Patents.

Issued for Improvements in Railroad Construction, Rolling Stock, &c., for the week ending Jan. 24, 1871, and each bearing that date. Reported for the AMERICAN RAILROAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

No.

111,104.—Baggage Truck, William H. Brown, Bangor, Me.

111,110.—Steam Lubricator, Daniel Currie, Belleville, Ills.

111,123.—Railway Car Coupling, Lewis Huddle and Jacob K. Huddle, Tiffin, Ohio.

111,127.—Car Spring, James Leland, Springfield, Mass.

111,135.—Chair Clamp for Railway Rails, William Morehouse, Buffalo, N. Y.

111,170.—Car Coupling, Joseph Boothroyd, Michigan City, Ind.

111,172.—Railway Car Truck, Louis D. Boyce and George H. Jones, Rochester, N. Y.

111,184.—Removable Car Seat Backs, Peter F. Duchemin, Somerville, Mass.

111,198.—Compound for removal of scale from Steam Boilers, William T. Grant, Neelyville, Ills.

111,211.—Railway Car Wheel, Lewis B. Hunt, New York, N. Y.

111,224.—Car Coupling, John Mayhen, Milroy, Pa.

111,261.—Railway Switch and Signal Apparatus, Adolph Schnabel & Theodore Henning, Bruchsal, Grand Duchy of Baden.

111,286.—Lubricator for Railway Car-Axle Boxes, Isaac P. Wendell, Philadelphia, Pa., assignor of ½ his right to Stephen P. M. Tasker, same place.

111,294.—Car Starter, Finley J. Wright & Livingston W. Wandell, New York, N. Y.

RE ISSUES.

4,238.—Railway Car Truck, William Petit, Philadelphia, Pa., Patent No. 38,980, dated June 23, 1863.

4,241.—Railroad Car Seat and Couch, Theodore T. Woodruff, Philadelphia, Pa., No. 16,159 dated Dec. 2, 1866, extended 7 years.

☞ The Tomah (Wis.) *Journal* says that the surveying party of the Baraboo Air Line Railroad, have been out with a view to the finding of the most feasible route to pass the ridge. It is confidently expected that the road will be rapidly pushed to Tomah, and completed as soon as the West Wisconsin is completed to St. Paul.

☞ The last rail on the Burlington, Cedar Rapids and Minnesota railroad was laid at Cedar Rapids by the President, Hon. Geo. Greene, on the 26th ult. This completes the connection between Burlington and Cedar Falls, a distance of 170 miles.

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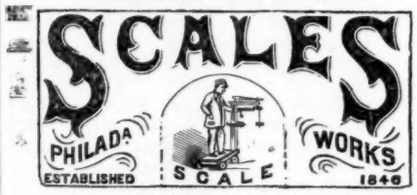

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Printed specifications showing the tests which each span will be required to bear; information as to the location of the different bridges; and forms of tender, can be obtained at the offices of the Commissioners or at those of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholemew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 O'CLOCK P. M., of THURSDAY, the 6th day of APRIL, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH.
ED. B. CHANDLER.
C. J. BRYDGES.
A. W. McLELAN.
Commissioners.

Intercolonial Railway,
Commissioner's Office,
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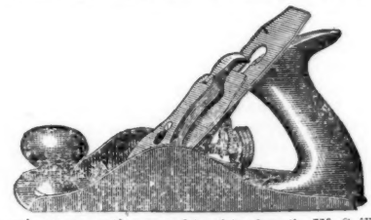

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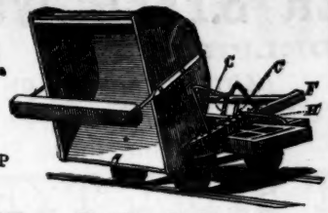

Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever, H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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The brakeman bears his weight on the up-end of the tilting frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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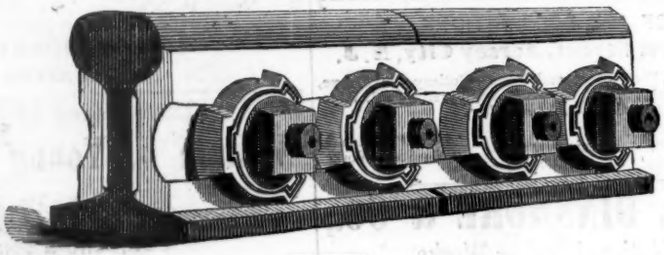

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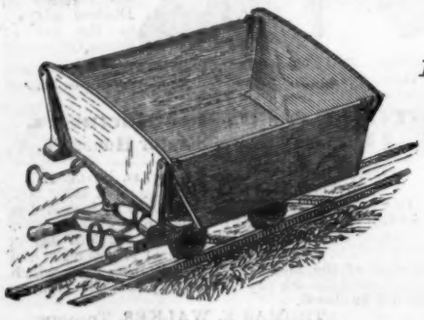

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